05 - STRUCTURES INDEX OF DRAWINGS

DRAWING NUMBER	DRAWING TITLE	DRAWING NUMBER	DRAWING TITLE
S-01	SUBSET COVER SHEET - INDEX OF DRAWINGS - 1	S-21	TROUGH REPAIRS - 1 BRIDGE NO. 03426
S-02	SUBSET COVER SHEET - INDEX OF DRAWINGS - 2	S-22	TROUGH REPAIRS - 2 BRIDGE NO. 03426
S-03	SUBSET COVER SHEET - INDEX OF DRAWINGS - 3	S-23	FENDER REPAIR DETAILS BRIDGE NO. 03426
S-04	SUBSTRUCTURE REPAIR DETAILS - 1	S-24	DECK UNDERSIDE BRIDGE NO. 03426
S-05	SUBSTRUCTURE REPAIR DETAILS - 2	S-25	DECK PATCHING GRID - 1 BRIDGE NO. 03426
S-06	DECK REHABILITATION DETAILS - 1	S-26	DECK PATCHING GRID - 2 BRIDGE NO. 03426
S-07	DECK REHABILITATION DETAILS - 2	S-27	DECK PATCHING GRID - 3 BRIDGE NO. 03426
S-08	GENERAL PLAN BRIDGE NO. 03426	S-28	DECK PATCHING GRID - 4 BRIDGE NO. 03426
S-09	BRIDGE CROSS SECTION BRIDGE NO. 03426	S-29	DECK PATCHING GRID - 5 BRIDGE NO. 03426
S-10	CLEARANCE DIAGRAM - 1 BRIDGE NO. 03426	S-30	DECK PATCHING GRID - 6 BRIDGE NO. 03426
S-11	CLEARANCE DIAGRAM - 2 BRIDGE NO. 03426	S-31	JOINT DETAILS BRIDGE NO. 03426
S-12	ABUTMENT NO. 1 BRIDGE NO. 03426	S-32	JOINT HEADER REPAIRS BRIDGE NO. 03426
S-13	ABUTMENT NO. 2 BRIDGE NO. 03426	S-33	ASPHALTIC EXPANSION JOINT DETAILS BRIDGE NO. 03426
S-14	PIER NO. 1 BRIDGE NO. 03426	S-34	SILICONE EXPANSION JOINT DETAILS BRIDGE NO. 03426
S-15	PIER NO. 2 BRIDGE NO. 03426	S-35	GENERAL PLAN BRIDGE NO. 00281
S-16	PIER NO. 3 BRIDGE NO. 03426	S-36	ABUTMENT NO. 1 BRIDGE NO. 00281
S-17	PIER NO. 4 BRIDGE NO. 03426	S-37	ABUTMENT NO. 2 BRIDGE NO. 00281
S-18	PIER NO. 5 BRIDGE NO. 03426	S-38	PIER NO. 1 BRIDGE NO. 00281
S-19	PIER NO. 6 BRIDGE NO. 03426	S-39	PIER NO. 2 BRIDGE NO. 00281
S-20	CATWALK REPAIRS BRIDGE NO. 03426	S-40	PIER NO. 3 BRIDGE NO. 00281

DESIGNED BY: CLOSE, JENSEN AND MILLER, PC

-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
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SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

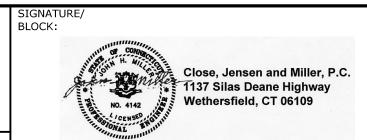
REV. DATE

GNER/DRAFTER:

B.A./M.G. J.H.M. II



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SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

		VARIOU	JS
ING	TITLE:	_	

SUBSET COVER SHEET INDEX OF DRAWINGS-1

172-417
DRAWING NO.
S-01

05 - STRUCTURES INDEX OF DRAWINGS

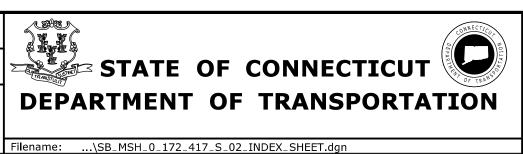
DRAWING NUMBER	DRAWING TITLE	DRAWING NUMBER	DRAWING TITLE
S-41	PIER NO. 4 BRIDGE NO. 00281	S-61	PIER DETAILS BRIDGE NO. 00286
S-42	PIER NO. 5 BRIDGE NO. 00281	S-62	BEAM PAINTING BRIDGE NO. 00286
S-43	PIER NO. 6 BRIDGE NO. 00281	S-63	GENERAL PLAN BRIDGE NO. 00276
S-44	PIER NO. 7 BRIDGE NO. 00281	S-64	CLEARANCE DIAGRAM BRIDGE NO. 00276
S-45	PIER NO. 8 BRIDGE NO. 00281	S-65	ABUTMENT NO. 1 BRIDGE NO. 00276
S-46	GENERAL PLAN BRIDGE NO. 00286	S-66	ABUTMENT NO. 2 BRIDGE NO. 00276
S-47	CLEARANCE DIAGRAM BRIDGE NO. 00286	S-67	PIER NO. 1 BRIDGE NO. 00276
S-48	ABUTMENT NO. 1 BRIDGE NO. 00286	S-68	PIER NO. 2 BRIDGE NO. 00276
S-49	ABUTMENT NO. 2 BRIDGE NO. 00286	S-69	BEAM PAINTING BRIDGE NO. 00276
S-50	PIER NO. 1 BRIDGE NO. 00286	S-70	GENERAL PLAN BRIDGE NO. 00663
S-51	PIER NO. 2 BRIDGE NO. 00286	S-71	ABUTMENT NO. 1 BRIDGE NO. 00663
S-52	PIER NO. 3 WEST ELEVATION BRIDGE NO. 00286	S-72	ABUTMENT NO. 2 BRIDGE NO. 00663
S-53	PIER NO. 3 EAST ELEVATION BRIDGE NO. 00286	S-73	PAD REPAIRS BRIDGE NO. 00663
S-54	PIER NO. 4 WEST ELEVATION BRIDGE NO. 00286	S-74	PIER NO. 1 BRIDGE NO. 00663
S-55	PIER NO. 4 EAST ELEVATION BRIDGE NO. 00286	S-75	PIER NO. 2 BRIDGE NO. 00663
S-56	PIER NO. 5 WEST ELEVATION BRIDGE NO. 00286	S-76	GENERAL PLAN BRIDGE NO. 00246
S-57	PIER NO. 5 EAST ELEVATION BRIDGE NO. 00286	S-77	CROSS SECTION BRIDGE NO. 00246
S-58	PIER NO. 6 WEST ELEVATION BRIDGE NO. 00286	S-78	ABUTMENT NO. 1 REPAIRS BRIDGE NO. 00246
S-59	PIER NO. 6 EAST ELEVATION BRIDGE NO. 00286	S-79	ABUTMENT NO. 2 REPAIRS BRIDGE NO. 00246
S-60	PIER NO. 7 BRIDGE NO. 00286	S-80	ABUTMENT NO. 1 MODIFICATION BRIDGE NO. 00246

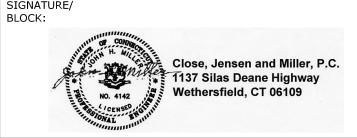
-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
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SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION







SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

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	VARIOUS
WING TITLE:	

172-417
DRAWING NO.
S-02 SUBSET COVER SHEET INDEX OF DRAWINGS-2 SHEET NO. **05.002**

05 - STRUCTURES INDEX OF DRAWINGS

DRAWING NUMBER	DRAWING TITLE	DRAWING NUMBER	DRAWING TITLE
S-81	ABUTMENT NO. 2 MODIFICATION BRIDGE NO. 00246		
S-82	PIER BRIDGE NO. 00246		
S-83	WINGWALL MODIFICATION BRIDGE NO. 00246		
S-84	PROPOSED KEEPER BLOCK BRIDGE NO. 00246		
S-85	EXPANSION BEARINGS BRIDGE NO. 00246		
S-86	DECK UNDERSIDE BRIDGE NO. 00246		
S-87	DECK PATCHING GRID BRIDGE NO. 00246		
S-88	DECK DETAILS BRIDGE NO. 00246		
S-89	JOINT REPLACEMENT BRIDGE NO. 00246		
S-90	MBR ATTACHMENT BRIDGE NO. 00246		
S-91	PROTECTIVE FENCE BRIDGE NO. 00246		
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-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
-	-	-	-	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES
-	-	-	-	
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.
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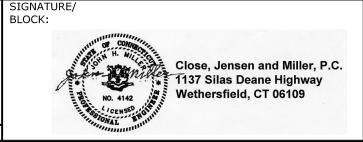
SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION





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SUBSTRUCTURE	CONCRETE
REPAIRS IN DI	ISTRICT 2

SUBSET COVER SHEET INDEX OF DRAWINGS-3	SHEET NO. 05.003	
VARIOUS	172-41 DRAWING NO. S-03	

SUBSTRUCTURE REPAIR NOTES

- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ON THE PLANS IS BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORTS. THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
- 2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS TO THE ABUTMENTS AND PIERS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.
- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. CRACKS SHALL BE REPAIRED IN ACCORDANCE WITH PROCEDURE SHOWN ON THIS SHEET, SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-5.

CRACK REPAIR PROCEDURE FOR CRACKS \(\frac{1}{8}\)" - \(\frac{1}{4}\)" WIDE

1. SURFACE PREPARATION:

REMOVE DUST, LAITANCE, GREASE, IMPREGNATIONS, FOREIGN PARTICLES AND DISINTEGRATED MATERIALS. SURFACE MUST BE CLEAN AND SOUND WITH A ROUGHENED TEXTURE. IDEALLY DRY, SURFACE MAY BE DAMP BUT SHALL BE FREE OF STANDING WATER.

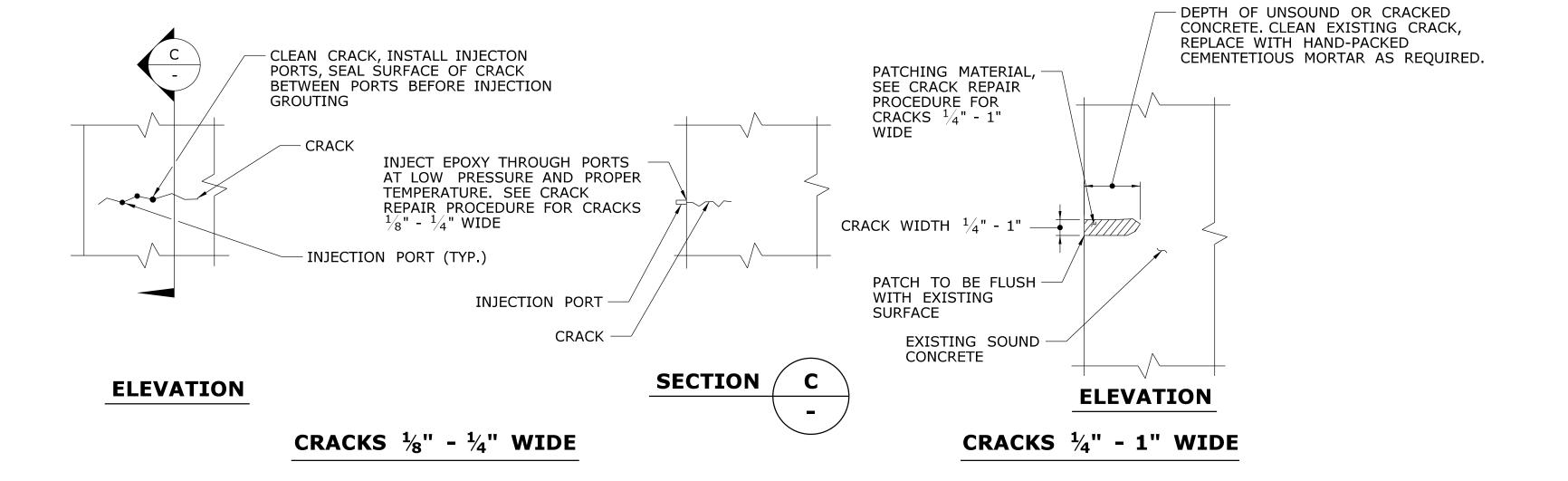
2. APPLICATION AND FINISH:

- SET GROUT PRESSURE INJECTION PORTS INTO PLACE.

- MIX EPOXY ADHESIVE PER MANUFACTURER'S SPECIFICATION.
- SEAL CRACKS AND PORTS BY APPLYING MIXED EPOXY ADHESIVE MATERIAL OVER THE CRACKS TO BE PRESSURE INJECTED WITH THE HIGH-STRENGTH EPOXY GROUT.

- MIX EPOXY GROUT PER MANUFACTURER'S SPECIFICATION. - WHEN THE EPOXY ADHESIVE HAS CURED, INJECT THE EPOXY GROUT WITH STEADY PRESSURE.

- ALLOW THE INJECTED EPOXY GROUT TO SET THEN CUT THE PRESSURE
- INJECTION PORTS FLUSH WITH THE EPOXY ADHESIVE.
- 3. CRACK REPAIRS SHALL BE PAID FOR UNDER THE ITEM "EPOXY INJECTION CRACK REPAIR". SEE SPECIAL PROVISIONS.
- 4. ANY CRACK LESS THAN $\frac{1}{8}$ " SHALL NOT BE REPAIRED UNLESS DIRECTED BY THE ENGINEER.



CRACK REPAIR DETAIL

N.T.S.

CRACK REPAIR PROCEDURE FOR CRACKS $\frac{1}{4}$ " - 1" WIDE

1. SURFACE PREPARATION:

- REMOVE ALL LOOSE, DETERIORATED CONCRETE, DIRT, OIL, GREASE,

AND ALL BOND-INHIBITING MATERIALS FROM SURFACE.

- PROVIDE A MINIMUM REPAIR DEPTH OF $\frac{1}{8}$ ". - PREPARATION WORK SHOULD BE DONE BY SCABBLER, CHISELING,

- WIRE BRUSHING OR OTHER APPROPRIATE MECHANICAL MEANS.
- ROUGHEN CONTACT SURFACE WITH A MINIMUM PROFILE OF APPROXIMATELY $\frac{1}{16}$ " FOR BONDING WITH NEW MORTAR.
- SATURATE SURFACE WITH CLEAN WATER.
- SUBSTRATE SHOULD BE SATURATED SURFACE DRY (SSD) WITH NO STANDING WATER DURING APPLICATION.

2. APPLICATION AND FINISH:

- MIX COMPONENTS OF PATCHING MORTAR AND EPOXY ADHESIVE IN
- ACCORDANCE TO THE MANUFACTURER'S SPECIFICATIONS.
- APPLY EPOXY ADHESIVE ONTO THE CONCRETE WITH A BRUSH OR BROOM - APPLY THE PATCHING MORTAR WHILE THE EPOXY ADHESIVE IS STILL TACKY. IF THE COATING BECOMES GLOSSY AND LOOSES TACKINESS,
- REMOVE ANY SURFACE CONTAMINANTS AND RECOAT WITH ADDITIONAL ADHESIVE EPOXY AND PROCEED WITH PATCHING WORK. - SCRUB REPAIR MORTAR INTO THE SUBSTRATE, FILLING ALL PORES AND VOIDS.
- FORCE MATERIAL AGAINST EDGE OF REPAIR, WORKING TOWARDS THE CENTER.
- MATERIAL MAY BE APPLIED IN MULTIPLE LIFTS. EACH LIFT THICKNESS SHALL
- NOT BE LESS THAN $\frac{1}{8}$ " NOR GREATER THAN 3" THICK. - WHERE MULTIPLE LIFTS ARE REQUIRED, SCORE TOP SURFACE OF EACH LIFT TO
- PRODUCE A ROUGHENED SURFACE FOR NEXT LIFT. ALLOW PRECEDING LIFT TO REACH FINAL SET, 30 MINUTES MINIMUM, BEFORE APPLYING FRESH MATERIAL.
- SATURATE SURFACE OF THE LIFT WITH CLEAN WATER. - SCRUB FRESH MORTAR INTO PRECEDING LIFT.
- AFTER FILLING REPAIR, CONSOLIDATE, THEN SCREED.
- ALLOW MORTAR TO SET TO DESIRED STIFFNESS, THEN FINISH WITH WOOD
- OR SPONGE FLOAT FOR A SMOOTH SURFACE.
- 3. CURING: - CURING SHOULD COMMENCE IMMEDIATELY AFTER FINISHING.
- IF NECESSARY, PROTECT NEWLY APPLIED MATERIAL FROM DIRECT SUNLIGHT,
- WIND, RAIN OR FROST. - MOIST CURE WITH FINE MIST OF WATER OR WITH WET BURLAP AND POLYETHYLENE.
- 4. CRACK REPAIR INCLUDING THE COST OF CEMENTITIOUS MORTAR SHALL BE PAID UNDER THE ITEM "EPOXY INJECTION CRACK REPAIR". SEE SPECIAL PROVISIONS.
- 5. FOR CRACKS OR GAPS IN CONCRETE SURFACE GREATER THAN 1", USE SHALLOW PATCH REPAIR DETAIL.

CONCRETE DETERIORATION LEGEND



CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)



SPALL AREA



SPALL AREA WITH EXPOSED REINFORCING



SCALE AREA



HOLLOW AREA

MAP CRACK AREA (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
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REVISION DESCRIPTION

REV. DATE

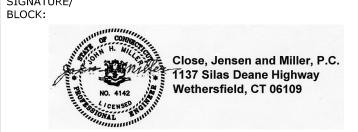
SHEET NO. Plotted Date: 11/18/2013

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SCALE AS NOTED

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STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION**



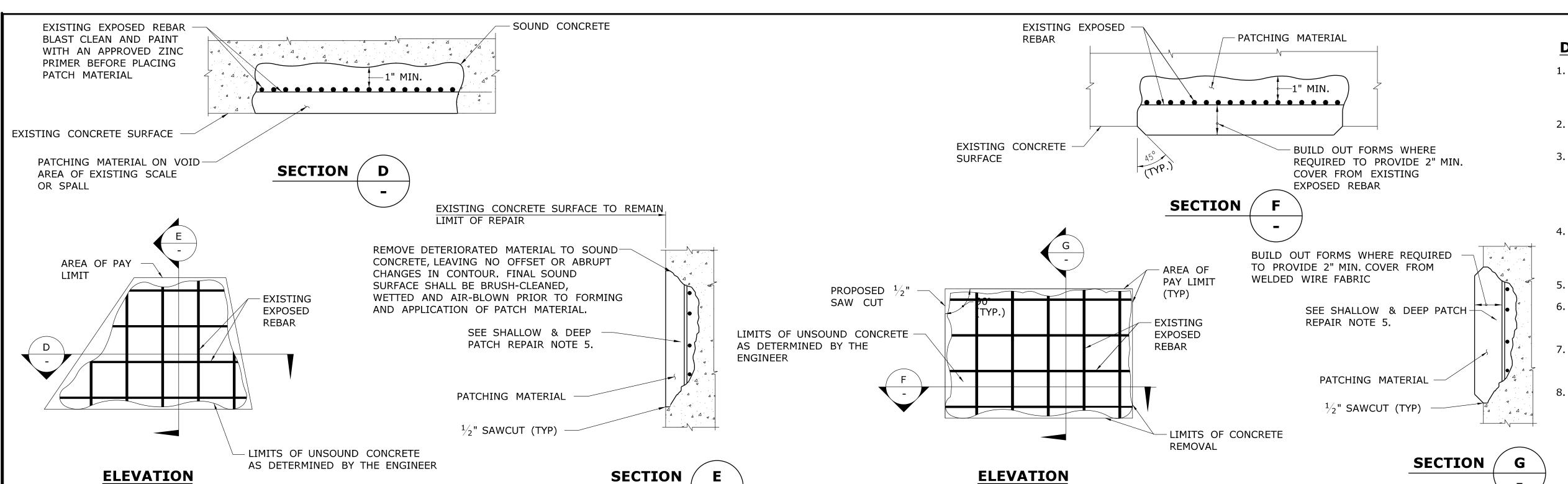
SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

VARIOUS

172-417 **S-04**

05.004

SUBSTRUCTURE REPAIR **DETAILS - 1**



SHALLOW PATCH REPAIR PROCEDURE

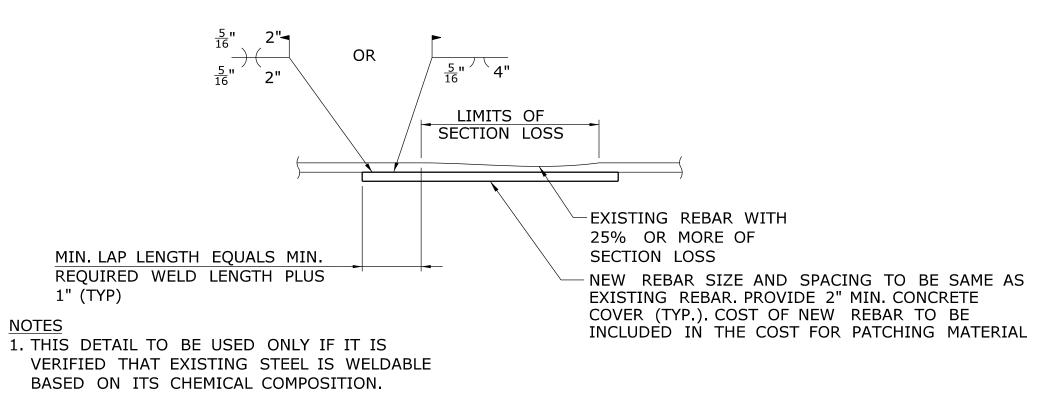
- 1. SHALLOW PATCH REPAIR DETAIL APPLIES TO DETERIORATED AREAS WHERE LESS THAN HALF THE CIRCUMFERENCE OF THE EXISTING REINFORCING IS EXPOSED. THESE AREAS SHALL BE REPAIRED WITH VARIABLE DEPTH PATCH.
- 2. REPAIR DEPTH SHALL BE $^{1}\!/_{8}$ "(MIN.) OR GREATER. REPAIR DEPTHS LESS THAN $^{1}\!/_{8}$ " NEED NOT BE REPAIRED.
- 3. FOR AREAS WHERE THE CONCRETE REPAIR EXCEEDS 4"
 IN DEPTH, A SINGLE LAYER OF WIRE MESH SHALL BE
 USED TO REINFORCE EACH 2" THICKNESS OF PATCHING
 MATERIAL. THE COST OF WELDED WIRE FABRIC SHALL
 BE INCLUDED IN THE COST OF PATCHING MATERIAL.
- 4. THE PERIMETER OF EACH DETERIORATED AREA SHALL BE SQUARED-OFF BY SAWCUTTING.
- 5. SURFACE PREPARATION

DEEP PATCH REPAIR DETAIL - WITHOUT BUILD-OUT

- A. REMOVE LOOSE AND DETERIORATED CONCRETE, INCLUDING DIRT, OIL, GREASE AND ALL BOND-INHIBITING MATERIALS FROM SURFACE, LEAVING NO OFFSET OR ABRUPT CHANGES IN CONTOUR. SURFACE PREPARATION SHALL BE DONE BY SCABBLER, CHISELING, WIRE BRUSHING OR OTHER APPROPRIATE MECHANICAL MEANS.
- B. ROUGHEN CONTACT SURFACE WITH A MINIMUM PROFILE OF APPROXIMATELY $^1\!/_{16}$ " FOR BONDING WITH PATCHING MATERIAL.
- C. SATURATE WITH CLEAN WATER PRIOR TO APPLYING MORTAR. SUBSTRATE SHOULD BE SATURATED SURFACE DRY (SSD) WITH NO STANDING WATER DURING APPLICATION OF PATCHING MORTAR.
- 6. HOOK-TYPE EXPANSION ANCHOR BOLTS SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695, CLASS 50, TYPE 1. COST OF HOOK-TYPE BOLTS, INCLUDING MATERIAL AND INSTALLATION, SHALL BE INCLUDED IN THE COST OF PATCHING MATERIAL.
- 7. NEW CONCRETE SHALL MATCH SHAPE AND COLOR OF EXISTING CONCRETE SURFACE AS CLOSELY AS POSSIBLE.

LIMITS OF SECTION LOSS EXISTING REBAR WITH MINIMUM SPLICE 25% OR MORE OF LENGTH=30 BAR DIA THE SECTION LOSS BARS SHALL BE TIED WITH A WIRE TOGETHER FOR THE FULL LENGTH OF THE NEW REBAR SIZE TO BE SAME SPLICE. (TYP. EACH END) AS EXISTING REBAR. PROVIDE 2" MIN. CONCRETE COVER (TYP.). COST OF NEW REBAR TO BE INCLUDED IN THE COST FOR PATCHING MATERIAL

LAPPED TIED SPLICE BAR



LAPPED WELDED SPLICE BAR

REINFORCEMENT SPLICE DETAIL

DEEP PATCH REPAIR PROCEDURE

- 1. DEEP PATCH REPAIR DETAIL APPLIES TO DETERIORATED AREAS OF REINFORCED CONCRETE WHERE MORE THAN HALF THE REINFORCING IS EXPOSED AND THE AREA IS GREATER THAN 4 SQUARE FEET.
- 2. REMOVE DETERIORATED MATERIAL TO SOUND CONCRETE LEAVING NO OFFSET OR ABRUPT CHANGES IN CONTOUR.
- 3. CLEAN EXISTING REINFORCING STEEL AND CONCRETE (NEWLY EXPOSED), SEE SPECIFICATIONS. MISSING OR DETERIORATED REINFORCING STEEL SHALL BE REPLACED AND SPLICED AS SHOWN IN DETAIL OR AS DIRECTED BY THE ENGINEER. COST OF SPLICING TO BE PAID UNDER THE COST FOR PATCHING MATERIAL.
- 4. APPLY ZINC RICH PRIMER TO EXISTING AND NEW REINFORCING STEEL IMMEDIATELY PRIOR TO PLACING PATCHING CONCRETE. COST OF PRIMER TO BE PAID UNDER THE COST FOR PATCHING MATERIAL.
- 5. FORM AND PATCH SURFACE.
- 6. A MINIMUM OF 72 HOURS SHALL ELAPSE BETWEEN PLACING OF CONCRETE AND START OF NEXT ADJACENT PATCH.
- 7. ALL NEW EXPOSED CONCRETE SURFACES WITHIN AREA TO BE REPAIRED SHALL BE RUBBED TO PRODUCE A SMOOTH FINISH.
- 8. ZINC PRIMER APPLIED TO EXISTING EXPOSED REINFORCING MUST BE STIRRED FREQUENTLY DURING PAINTING OF THE BARS TO AVOID SEPARATION AND ENSURE THAT A SUFFICIENT AMOUNT OF ZINC IS APPLIED

SHALLOW AND DEEP PATCH REPAIR NOTES

- 1. ALL WORK SHOWN ON THIS DRAWING SHALL BE PERFORMED WHERE DIRECTED BY THE ENGINEER.
- 2. DEEP PATCH REPAIRS SHALL BE PAID ITEM CLASS "S" CONCRETE. SHALLOW PATCH REPAIRS SHALL BE PAID UNDER ITEM "VARIABLE DEPTH PATCH". SEE SPECIAL PROVISIONS.
- 3. SURFACE PREPARATION, PROPORTIONING AND MIXING OF MATERIALS, APPLICATION OF MATERIALS AND REPAIR PROCEDURES SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- 4. NEW CONCRETE PATCHES SHALL MATCH SHAPE OF EXISTING CONCRETE SURFACES. COLOR OF NEW PATCH CONCRETE SHALL MATCH COLOR OF THE ADJACENT SURFACES AS CLOSELY AS POSSIBLE.
- 5. EXPOSED REINFORCING BARS SHALL BE BLAST CLEANED AND COATED WITH A ZINC RICH PRIMER THAT CONFORMS TO FEDERAL SPECIFICATION TT-P-641, TYPE 1, BEFORE APPLYING THE PATCHING MATERIAL. COST OF PRIMER SHALL BE INCLUDED IN THE COST OF THE PATCHING MATERIAL ITEM.
- 6. SPLICED REINFORCING BARS SHALL BE COATED WITH A ZINC RICH PRIMER THAT CONFORMS TO FEDERAL SPECIFICATION TT-P-641, TYPE 1, BEFORE APPLYING PATCHING MATERIAL. COST OF PRIMER SHALL BE INCLUDED IN THE COST OF THE PATCHING MATERIAL.
- 7. THE REMOVAL OF DETERIORATED CONCRETE SHALL PROCEED AS DIRECTED BY THE ENGINEER. IF THE REMOVAL OF DETERIORATED CONCRETE BECOMES EXCESSIVE, THE REMOVAL WORK SHALL BE STOPPED AT THE LOCATION AND THE ENGINEER NOTIFIED IMMEDIATELY. COST OF REMOVAL OF DETERIORATED CONCRETE AND SURFACE PREPARATION OF THE REPAIR AREA SHALL BE INCLUDED IN THE APPROPRIATE PAY ITEM OF THE PATCHING MATERIAL.
- 8. THE CONTRACTOR SHALL NOT REMOVE CONCRETE EXCEPT IN THE PRESENCE OF THE ENGINEER OR HIS APPOINTED REPRESENTATIVE. IF THE AREA REMOVED EXCEEDS THE AREA SHOWN ON THE PLANS BY 25% OR IF THE REMOVAL DEPTH EXTENDS MORE THAN 1-1/2" BEHIND THE MAIN REINFORCING BARS, THE CONTRACTOR SHALL CEASE REMOVAL OPERATIONS AND NOTIFY THE ENGINEER IMMEDIATELY. THE ENGINEER SHALL DETERMINE IF THE REMOVAL OPERATIONS REDUCE THE STRUCTURAL CAPACITY OF THE ELEMENT.
- 9. AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UNLESS OTHERWISE NOTED OR AS ORDERED BY ENGINEER.
- 10. REPAIR DETAILS APPLY TO SPALLED, SCALED, AND HOLLOW AREAS IN ABUTMENTS AND PIERS WHERE REQUIRED AND NOTED ON DRAWINGS, AND AS ORDERED BY ENGINEER.

SHALLOW PATCH REPAIR DETAIL NTS

REVISION DESCRIPTION

EXISTING SURFACE (TYP)

SURFACE PREPARATION (SEE NOTE 5)

HOOK-TYPE EXPANSION ANCHOR WHERE

WWF $1\frac{1}{2}x1\frac{1}{2}$ D3x3 WELDED WIRE MESH

VOID AREA OF EXISTING -

2" MIN. WHERE REQUIRED

OR UNSOUND MATERIAL

DEPTH OF SPALLING, SCALING

 $\frac{1}{8}$ "-1/2" MIN. SOUARED

TABLE A

HOOK-TYPE BOLTS

SIZE AND SPACING OF

SIZE AND SPACING

1/2" DIA. AT 24" ± CTRS.

1/2" DIA. AT 22" ± CTRS.

1/2" DIA. AT 20" ± CTRS.

REPAIR EDGE (TYP.)

REQUIRED. SEE NOTE 6 & TABLE A

WHERE REQUIRED (SEE NOTE 3)

SCALE OR SPALL

REPAIR SURFACE TO

MATCH EXISTING

- - -

REV. DATE

MORTAR PATCHING MATERIAL

SAW CUT TO DEPTH

OF $\frac{1}{2}$ " AT EDGES OF PATCH

THICKNESS

PATCH MAT'L

4" ±

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SHEET NO. Plotted Date: 11/18/2013

Januar .

B.A./M.G.
CHECKED BY:
J.H.M. II

SCALE AS NOTED

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

2. WELDING SHALL BE DONE IN ACCORDANCE

WITH AWS D1.4 STRUCTURAL WELDING

CODE - REINFORCING STEEL.



N.T.S.

SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

VARIOUS

URE REPAIR

SHEET NO.

05.005

172-417

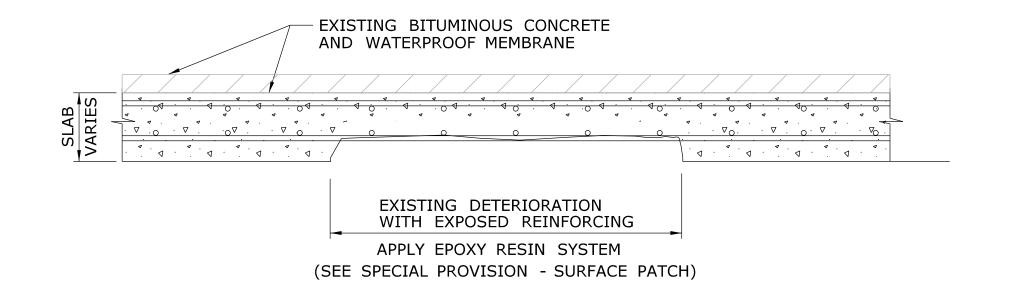
DEPARTMENT OF TRANSPORTATION

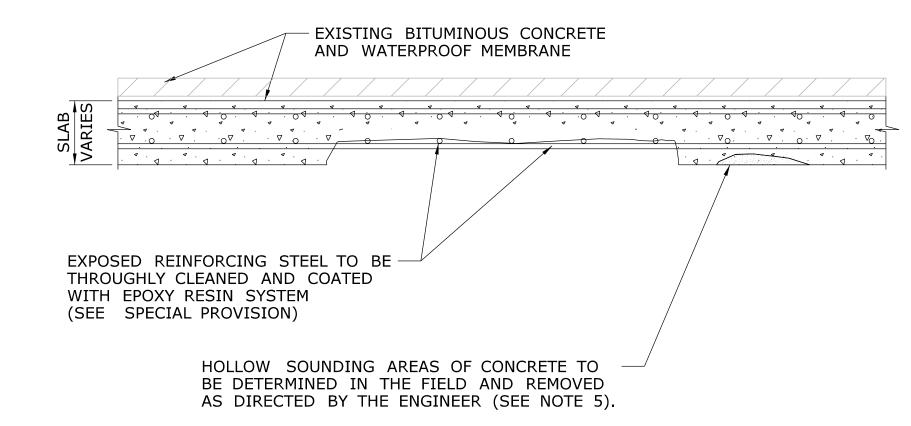
SUBSTRUCTURE REPAIR

DETAILS - 2

DEEP PATCH REPAIR DETAIL - WITH BUILD-OUT

N.T.S.



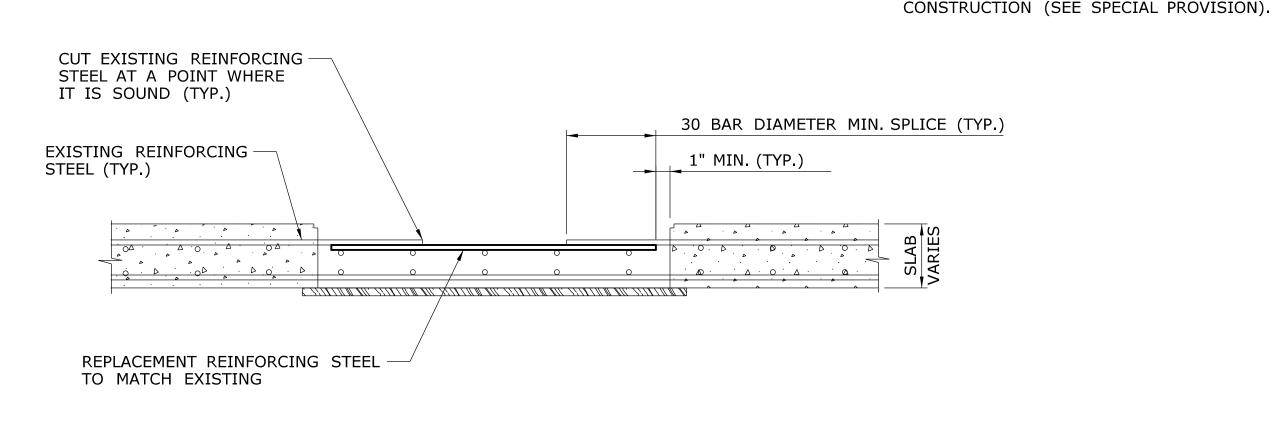


DECK UNDERSIDE REPAIRS (SURFACE PATCH)

N.T.S.

EXISTING REINFORCING STEEL SHALL BE THOROUGHLY — CLEANED. REPAIR REINFORCING STEEL IF DETERMINED TO BE DEFECTIVE BY THE ENGINEER. SEE DETAIL AND REMOVE DETERIORATED CONCRETE AND REPLACE WITH -FULL DEPTH PATCHING MATERIAL (SEE "FULL DEPTH PATCH" SPECIAL PROVISION) TOP OF SLAB -FORM SHALL BE SUPPORTED IN A MANNER APPROVED BY THE ENGINEER

FULL DEPTH PATCH REPAIR DETAIL



DEFECTIVE REINFORCING STEEL REPAIR DETAIL FOR FULL DEPTH PATCH N.T.S.

B.A./M.G. J.H.M. II

STATE OF CONNECTICUT

Filename: ...\SB_MSH_0_172_417_S_06_DECK-REPAIR-1.dgn



SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

DECK UNDERSIDE REPAIR NOTES

IN THE COST OF THE ITEM "SURFACE PATCH".

FULL DEPTH PATCH REPAIR NOTES

OR "FULL DEPTH PATCH (CLASS 'F' CONCRETE).

OR "FULL DEPTH PATCH (CLASS 'F' CONCRETE).

THE ENGINEER.

(CLASS 'F' CONCRETE).

AUTHORIZED BY THE ENGINEER.

1. EPOXY COATING THE DECK UNDERSIDE REINFORCEMENT SHALL BE PERFORMED IN

ACCORDANCE WITH DETAILS SHOWN ON THIS SHEET AND THE SPECIAL PROVISIONS.

2. ALL WORK SHALL BE CONTAINED BY A TEMPORARY DEBRIS SHIELD IN ACCORDANCE WITH THE PERMIT REQUIREMENTS CONTAINED ELSEWHERE IN THE CONTRACT DOCUMENTS. THE COST OF THIS SHALL BE INCLUDED IN THE GENERAL COST OF CONSTRUCTION.

3. THE EXISTING SLAB UNDERSIDE SHALL BE SOUNDED FOR HOLLOW AREAS OF CONCRETE TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS TO THE ENGINEER FOR DELINEATION AND INSPECTION OF THE DECK UNDERSIDE, AND THE

4. ALL EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED TO REMOVE ANY DEBRIS

OR RESIDUE BEFORE APPLYING THE EPOXY RESIN COATING (SEE SPECIAL PROVISION).

1. FULL DEPTH PATCH REPAIRS SHALL BE PERFORMED IN ACCORDANCE WITH DETAIL SHOWN

2. COST OF 1/2" DEEP SAWCUT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)" OR "FULL DEPTH PATCH

LENGTH OF SPLICE SHALL BE 30 BAR DIAMETER. MECHANICAL SPLICES MAY BE USED IF

NEW REINFORCING STEEL SHALL BE UNCOATED ASTM A615 GRADE 60. FURNISHING AND INSTALLING REINFORCING BARS SHALL BE PAID UNDER THE ITEM "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)" OR "FULL DEPTH PATCH (CLASS 'F' CONCRETE).

COST OF ADDITIONAL CONCRETE REMOVAL REQUIRED FOR THE REPAIR OF THE REINFORCING

THE CONTRACTOR SHALL PROVIDE NECESSARY SHIELDING TO PREVENT ANY DEBRIS FROM

STAY-IN-PLACE FORMS AND DECK UNDERSIDE DETERIORATION AND REPAIR ESTIMATES ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORTS. THE EXACT LOCATION AND LIMITS OF EXPOSED REINFORCEMENT AND HOLLOW AREAS OF CONCRETE IN THE DECK UNDERSIDE SHALL BE DETERMINED BY THE ENGINEER DURING

STEEL SHALL BE PAID UNDER THE ITEM "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)"

FALLING INTO BOX BEAMS DURING FULL DEPTH PATCH REPAIR. THE COST OF SHIELDING SHALL BE INCLUDED IN THE COST OF THE ITEM "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)"

3. ALL BROKEN AND DAMAGED REINFORCING STEEL BARS SHALL BE REPLACED. MINIMUM

OR "FULL DEPTH PATCH (CLASS 'F' CONCRETE) - SEE SPECIAL PROVISIONS.

REPAIR WORK. THE COST OF PROVIDING ACCESS FOR THE INSPECTION SHALL BE INCLUDED

ANY EXPOSED REINFORCING STEEL IN THE AREAS OF POP- OUTS CAUSED BY THE REMOVAL OF DETERIORATED CONCRETE SHALL BE CLEANED AND COATED WITH EPOXY RESIN COATING.

THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM

THE ENGINEER. THE REMOVAL OF DETERIORATED CONCRETE SHALL PROCEED AS DIRECTED BY

AND SHALL BE PAID UNDER THE ITEM "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)"

THIS WORK SHALL BE PAID UNDER THE ITEM "SURFACE PATCH" (SEE SPECIAL PROVISIONS).

VARIOUS

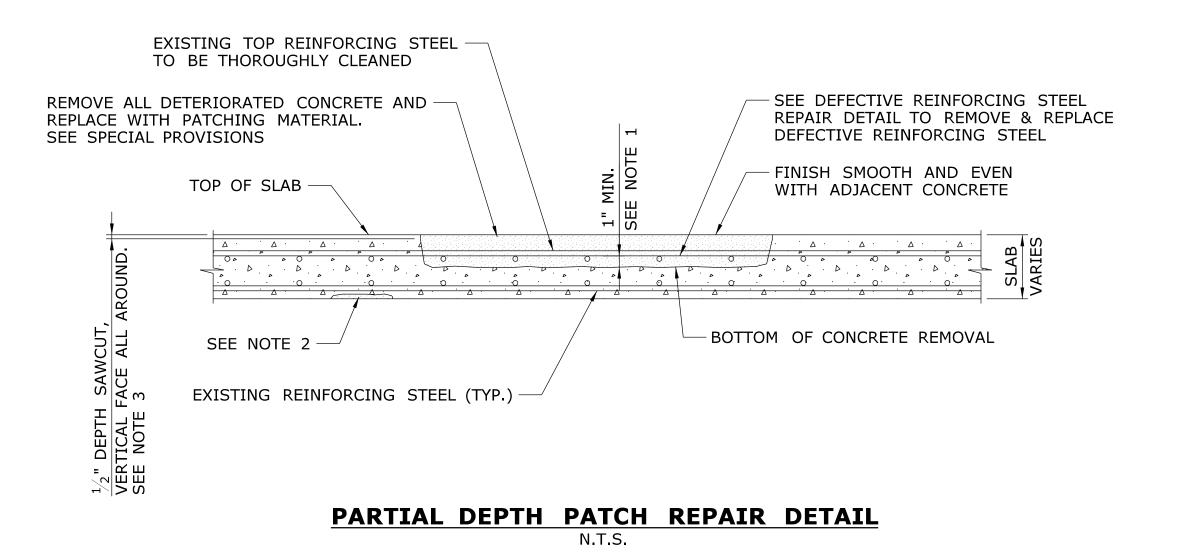
DECK REHABILITATION

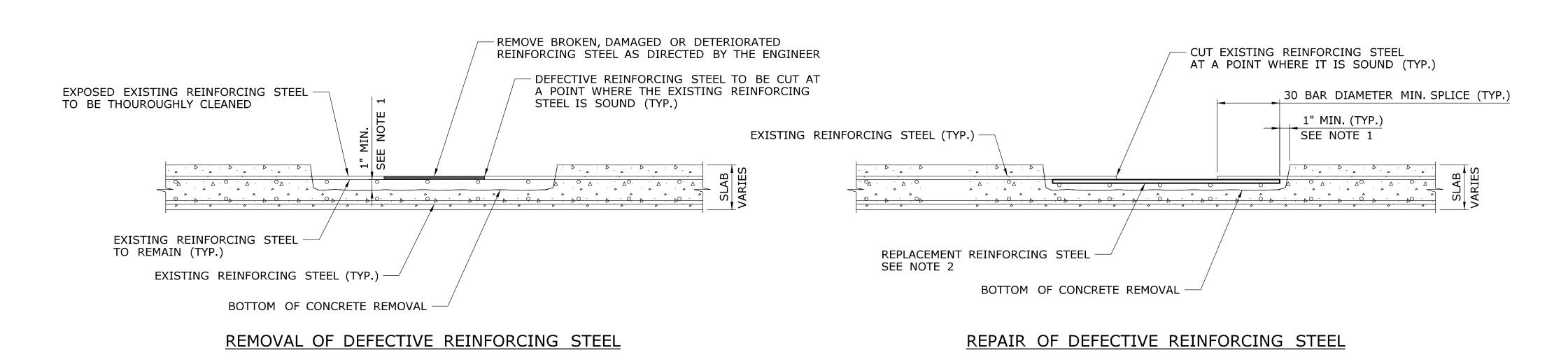
172-417 **S-06**

REVISION DESCRIPTION REV. DATE SHEET NO. Plotted Date: 11/18/2013 SCALE AS NOTED

DEPARTMENT OF TRANSPORTATION

PATCH DETAILS - 1





DEFECTIVE REINFORCING STEEL REPAIR DETAIL FOR PARTIAL DEPTH PATCH

PARTIAL DEPTH PATCH REPAIR NOTES

- 1. IF AFTER CONCRETE REMOVAL, THE REINFORCING STEEL HAS AT LEAST ONE HALF OF ITS SURFACE AREA EXPOSED, THE CONCRETE SHALL BE FURTHER REMOVED TO A DEPTH OF 1" BELOW THE STEEL. THE EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED TO REMOVE ANY DEBRIS OR RESIDUE BEFORE PLACING "PARTIAL DEPTH PATCHING" MATERIAL.
- 2. EXPOSED REINFORCING STEEL IN THE AREAS OF POP-OUTS CAUSED BY THE REMOVAL OF DETERIORATED CONCRETE SHALL BE CLEANED & THE ENTIRE SURFACE OF THE POP-OUT SHALL BE COATED WITH AN EPOXY COATING.
- 3. COST OF 1/2" DEEP SAWCUT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM "PARTIAL DEPTH PATCH".
- 4. PARTIAL DEPTH PATCH REPAIRS SHALL BE PERFORMED IN ACCORDANCE WITH DETAILS SHOWN ON THIS SHEET AND SHALL BE PAID UNDER THE ITEM "PARTIAL DEPTH PATCH". SEE SPECIAL PROVISIONS.

DEFECTIVE REINFORCING STEEL REPAIR NOTES

- 1. COST OF ADDITIONAL CONCRETE REMOVAL REQUIRED FOR THE REPAIR OF THE REINFORCING STEEL SHALL BE PAID UNDER THE ITEM "PARTIAL DEPTH PATCH".
- 2. NEW REINFORCING STEEL SHALL BE UNCOATED ASTM A615 GRADE 60. FURNISHING AND INSTALLING REINFORCING BARS SHALL BE PAID UNDER THE ITEM "PARTIAL DEPTH PATCH".

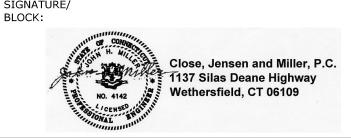
-	-	-	_		THE INFORMATION, INCLUDING ESTIMATED
-	-	-	_		QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
-	-	-	-		INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE
-	-	-	-		THE CONDITIONS OF ACTUAL QUANTITIES
-	-	-	_		OF WORK WHICH WILL BE REQUIRED.
-	-	-	-		
REV.	DATE	REVISION DESCRIPTION	SHEET N	101	Plotted Date: 11/18/2013



SCALE AS NOTED



Filename: ...\SB_MSH_0_172_417_S_07_DECK-REPAIR-2.dgn



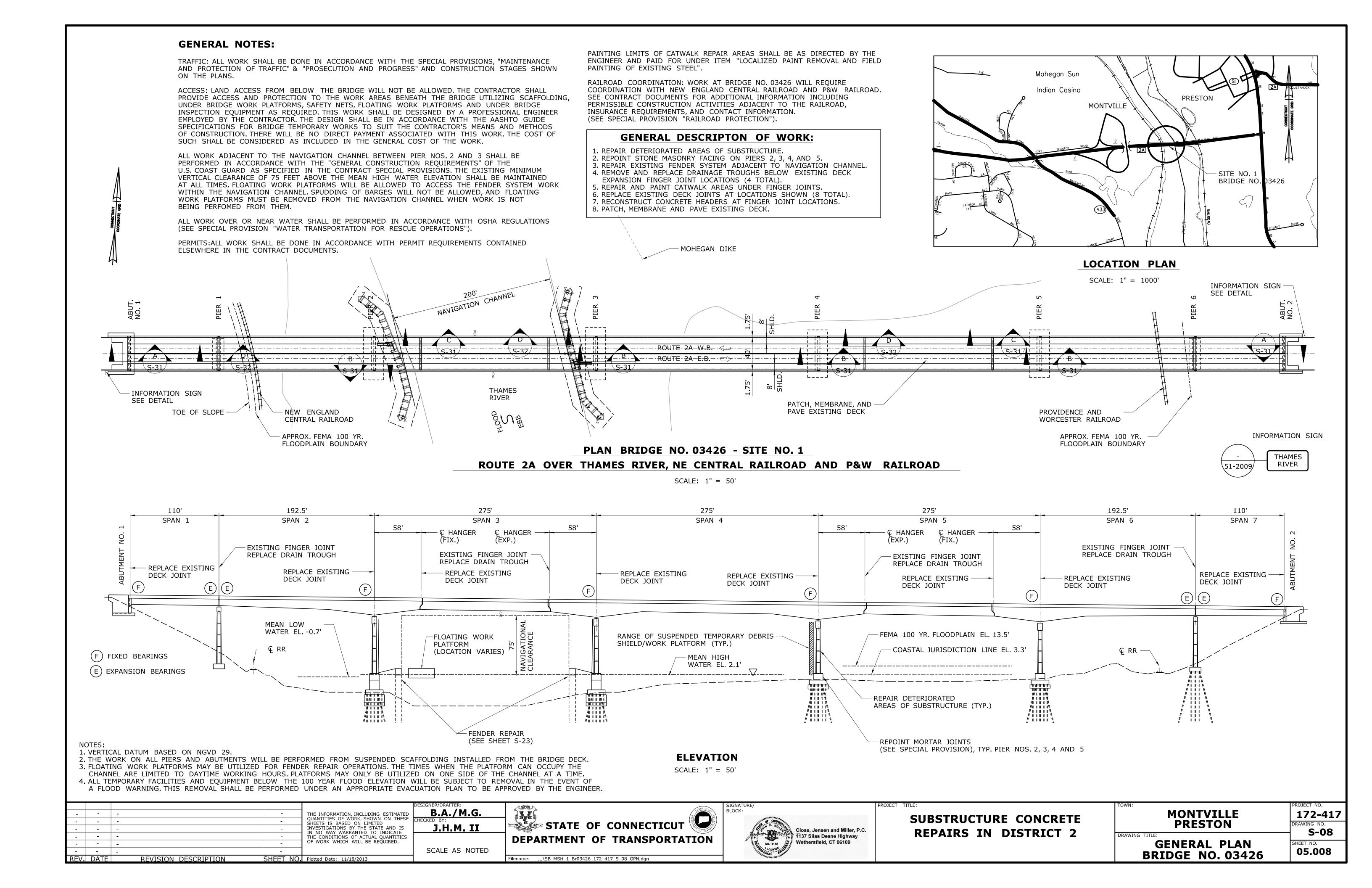
SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

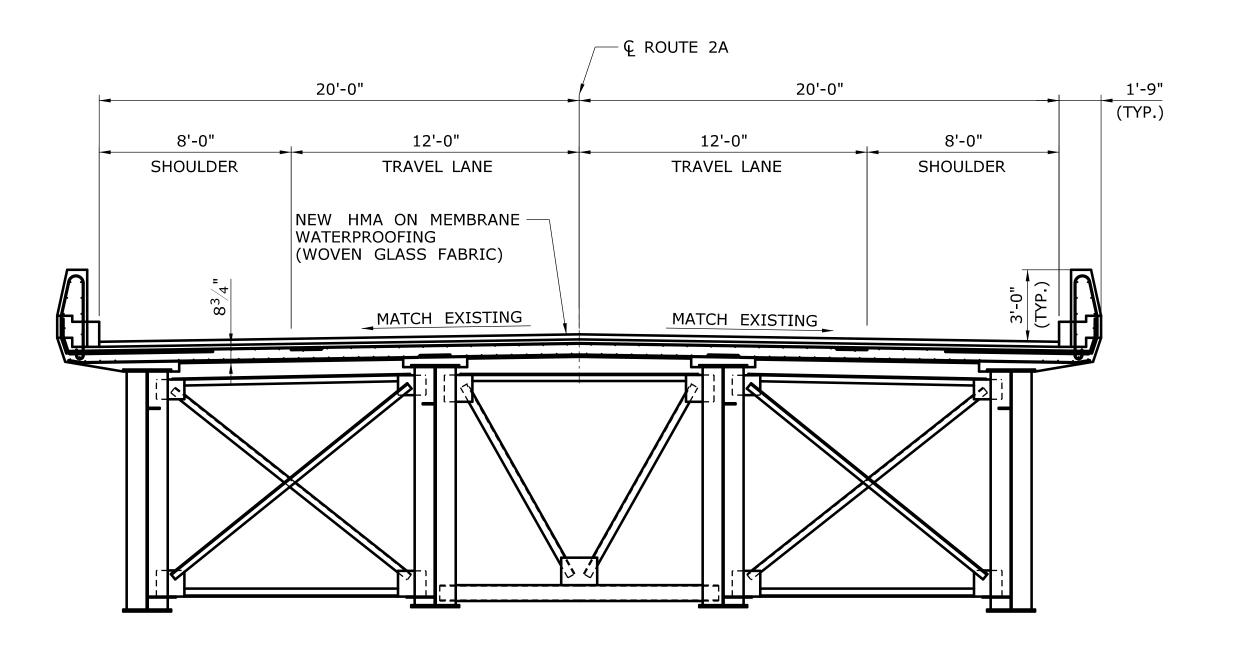
·	
	VARIOUS

172-417 **S-07** 05.007

PATCH DETAILS - 2

DECK REHABILITATION

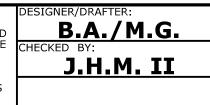




TYPICAL CROSS SECTION

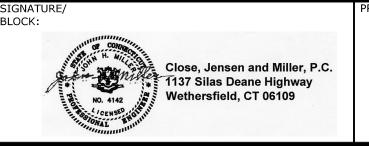
SCALE: $\frac{1}{4}$ " = 1'-0"

- - -THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. _ - - -- - -REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013



SCALE AS NOTED





STRUCTURE CONCRETE REPAIRS IN DISTRICT 2

NOTES:

1. BITUMINOUS CONCRETE OVERLAY: THIS SHALL CONSIST OF TWO LIFTS.

2. TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIAL

PROVISIONS, "MAINTENANCE AND PROTECTION OF TRAFFIC" AND

HMA S0.5 TO MATCH THE EXISTING CONDITIONS.

"PROSECUTION AND PROGRESS".

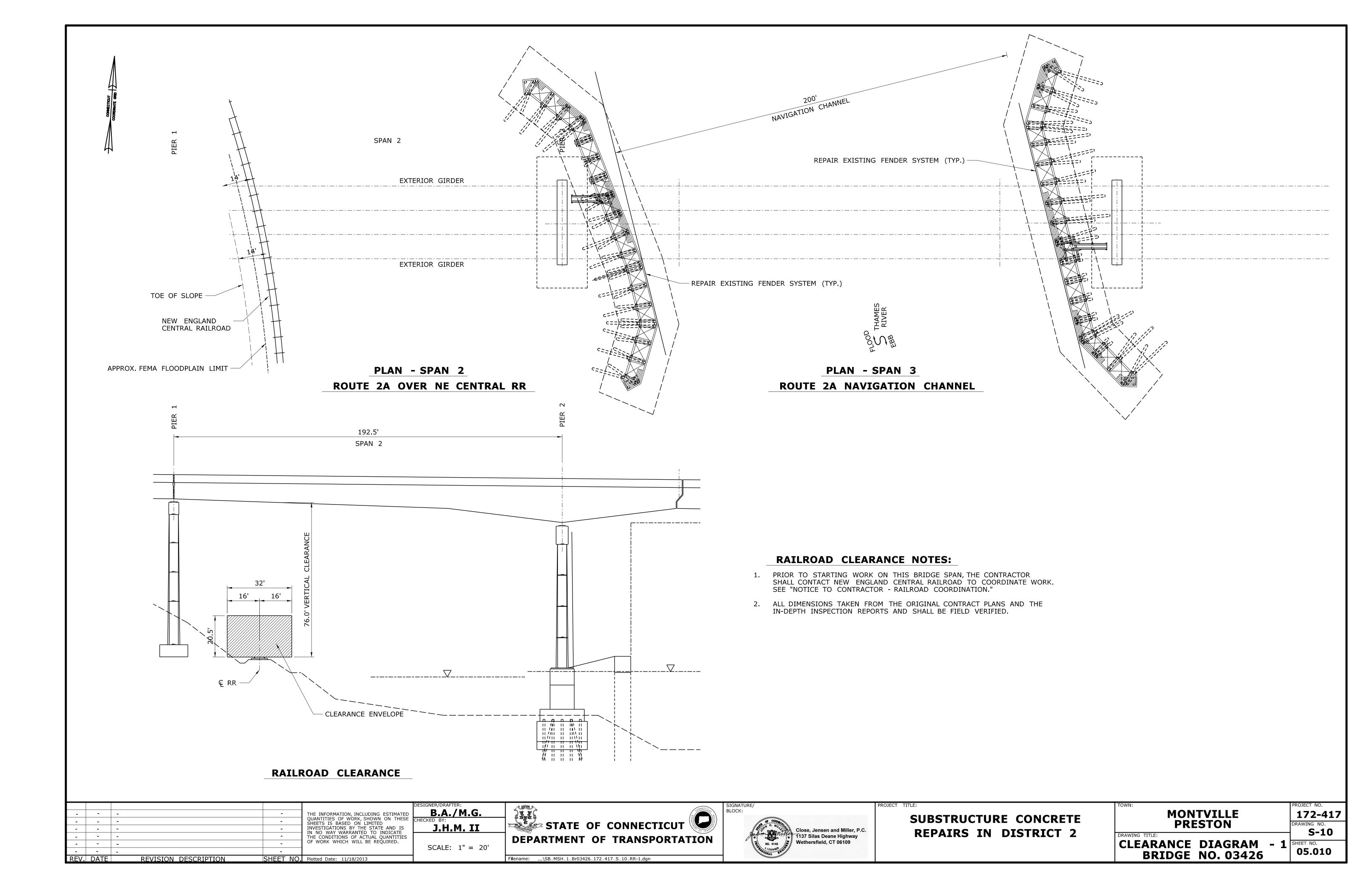
THE FIRST SHALL BE 1 INCH THICK OF HMA S0.25 AND THE SECOND SHALL BE

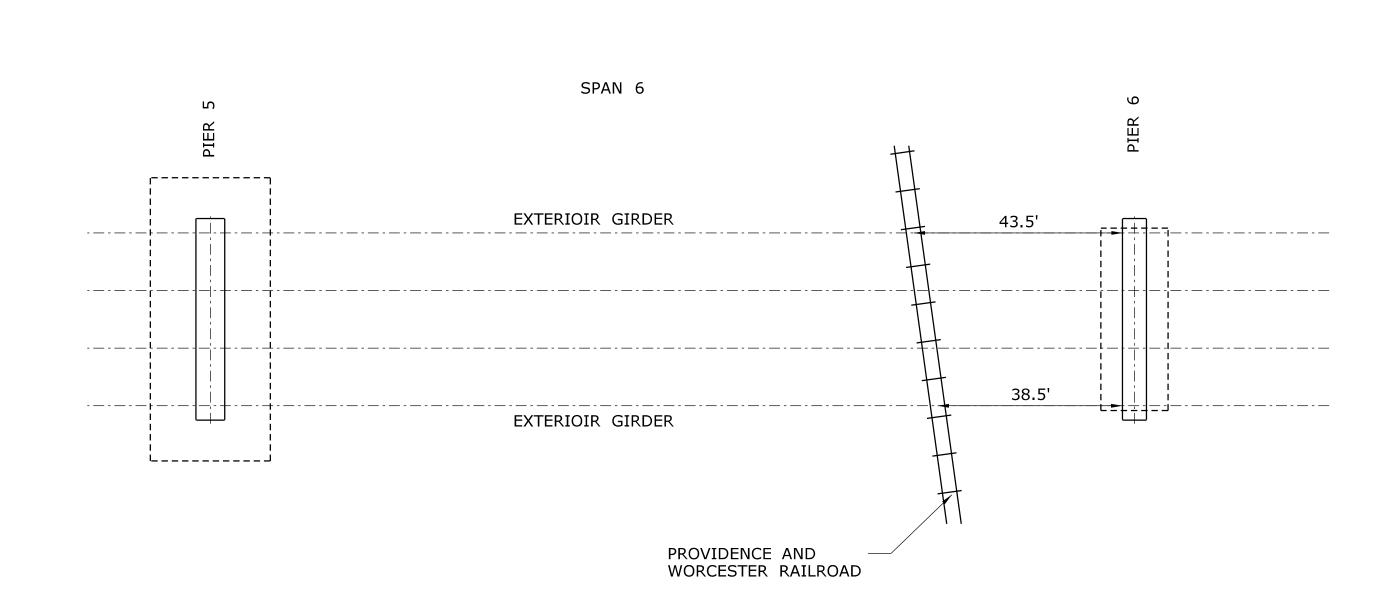
TOWN:	
	MONTVILLE PRESTON

BRIDGE NO. 03426

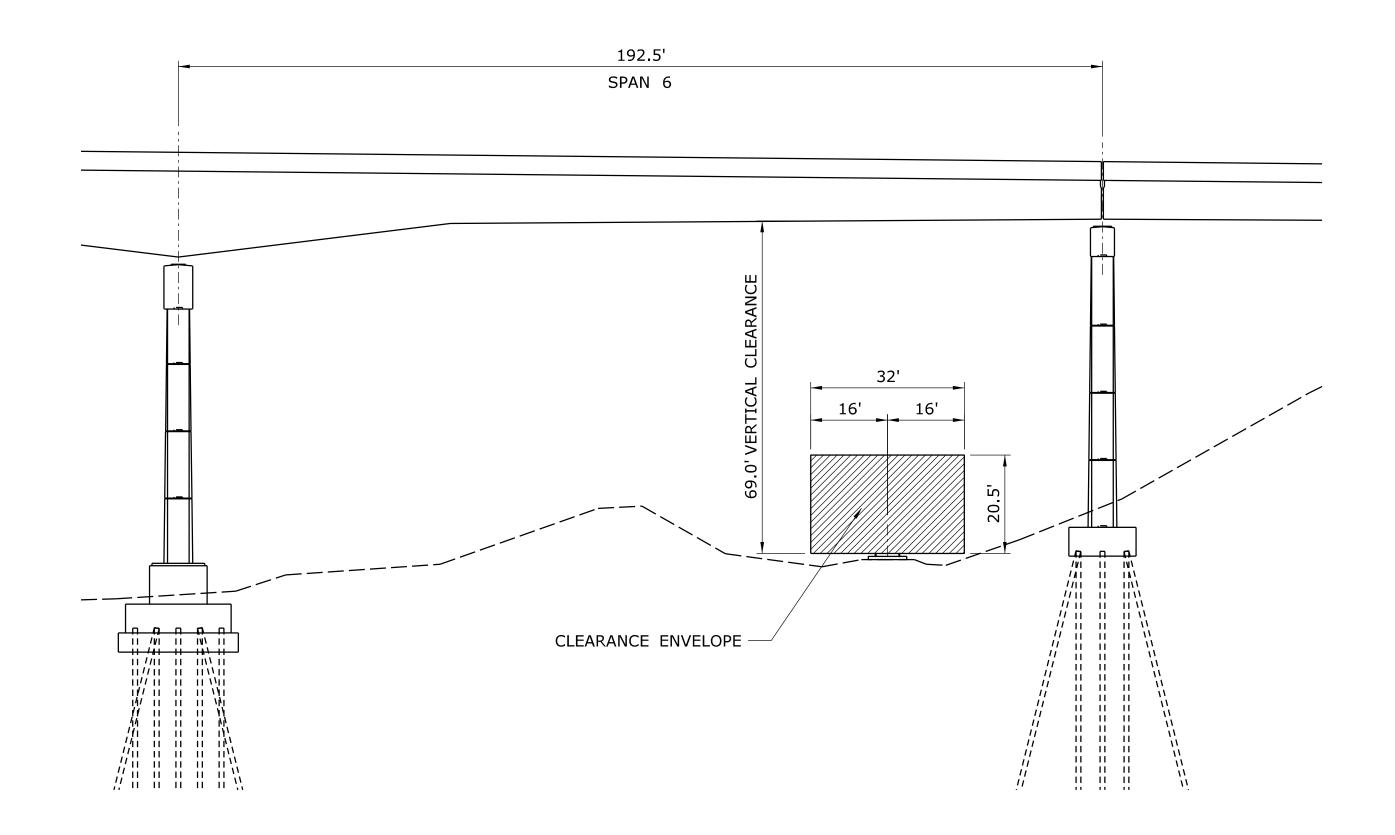
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CROSS SECTION





PLAN - SPAN 6 ROUTE 2A OVER P & W RR



RAILROAD CLEARANCE NOTES:

- PRIOR TO STARTING WORK ON THIS BRIDGE SPAN, THE CONTRACTOR SHALL CONTACT NEW ENGLAND CENTRAL RAILROAD TO COORDINATE WORK. SEE "NOTICE TO CONTRACTOR RAILROAD COORDINATION."
- 2. ALL DIMENSIONS TAKEN FROM THE ORIGINAL CONTRACT PLANS AND THE IN-DEPTH INSPECTION REPORTS AND SHALL BE FIELD VERIFIED.

RAILROAD CLEARANCE

					DES
-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED	
-	-	-	_	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED	CHE
-	-	-	-	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE	
-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES	
_	-	-	-	OF WORK WHICH WILL BE REQUIRED.	
-	_	-	_		

SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

REV. DATE

B.A./M.G. J.H.M. II SCALE: 1" = 20'





SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

MONTVILLE PRESTON	PROJECT NO. 172-417 DRAWING NO. S-11
CLEARANCE DIAGRAM - 2 BRIDGE NO. 03426	SHEET NO. 05.011

LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

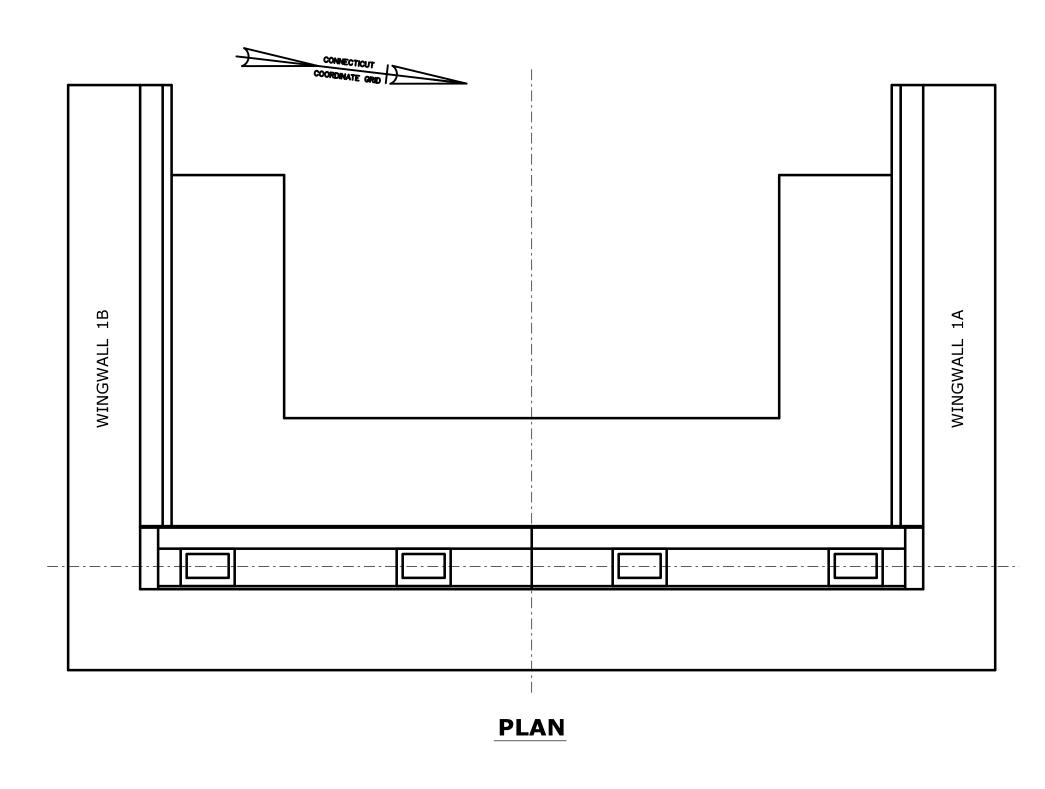
SPALL AREA

SPALL AREA WITH EXPOSED REINFORCING

SCALE AREA

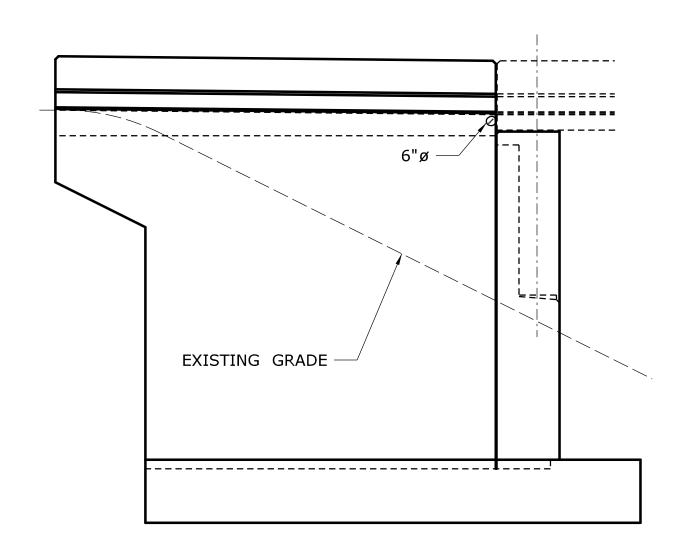
HOLLOW AREA

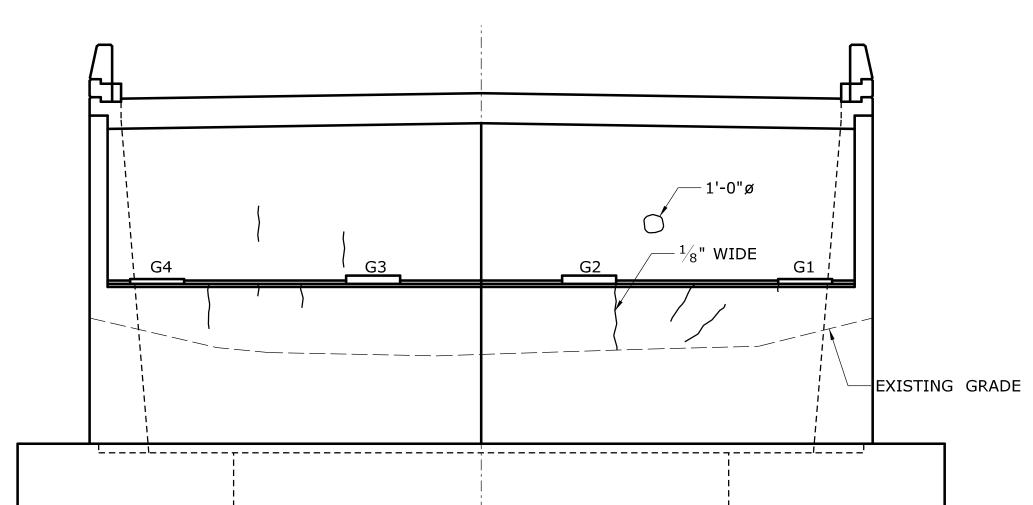
SHALLOW REBAR

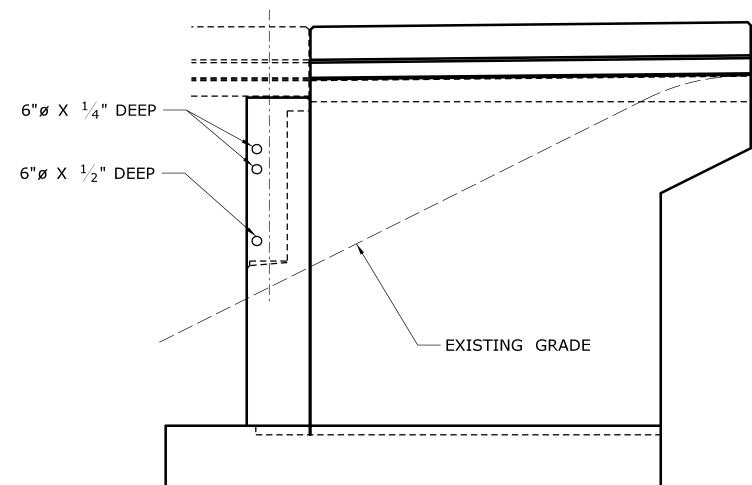


NOTES:

- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (11/15/2010). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
- 2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.
- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.
- 5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.



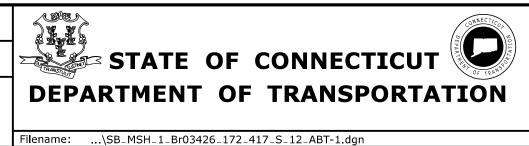


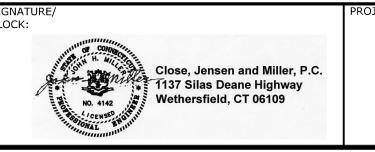


WINGWALL 1B ABUTMENT NO. 1 **WINGWALL 1A**

-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	I	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
-	-	-	ı	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE
-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.
-	-	-	-	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/18/2013







SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

/N:		MONTVILLE PRESTON	•
WINC	TITI C.		۰

172-417 DRAWING NO. **S-12**

ABUTMENT NO. 1 **BRIDGE NO. 03426** SHEET NO. **05.012**

LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

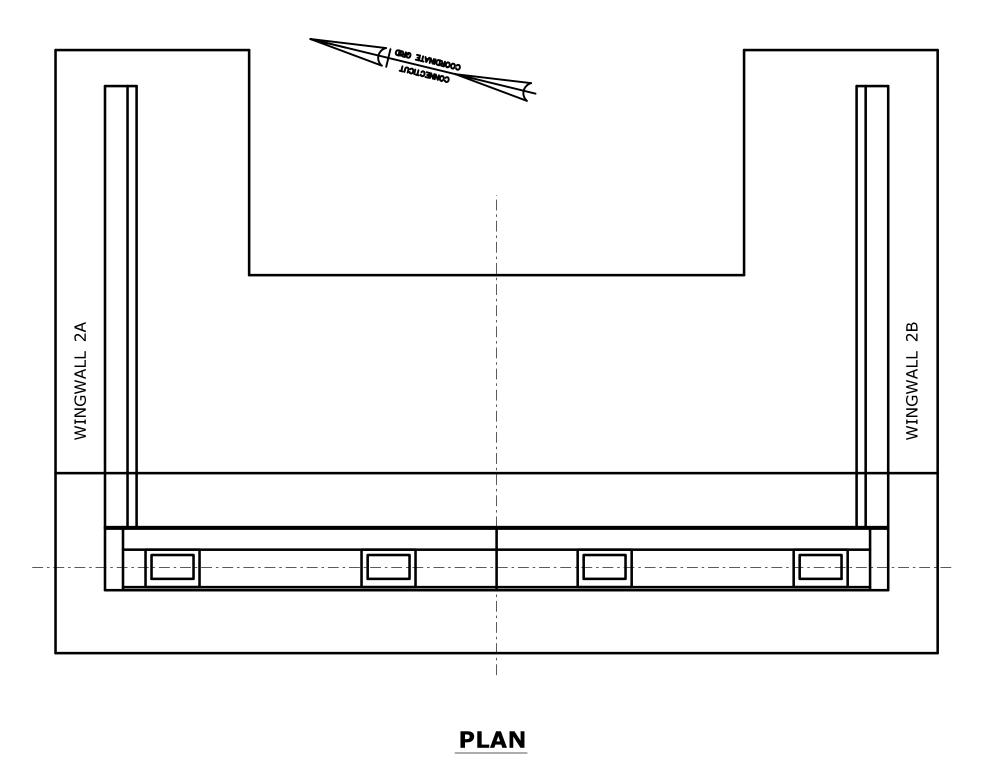
SPALL AREA

SPALL AREA WITH EXPOSED REINFORCING

SCALE AREA

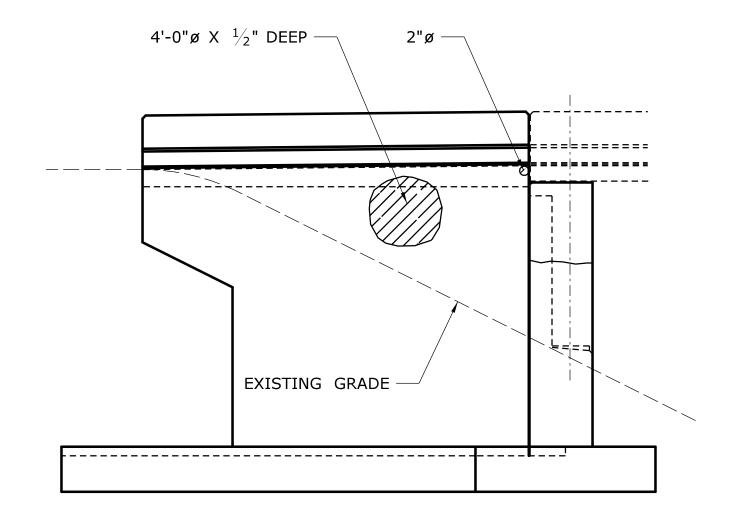
HOLLOW AREA

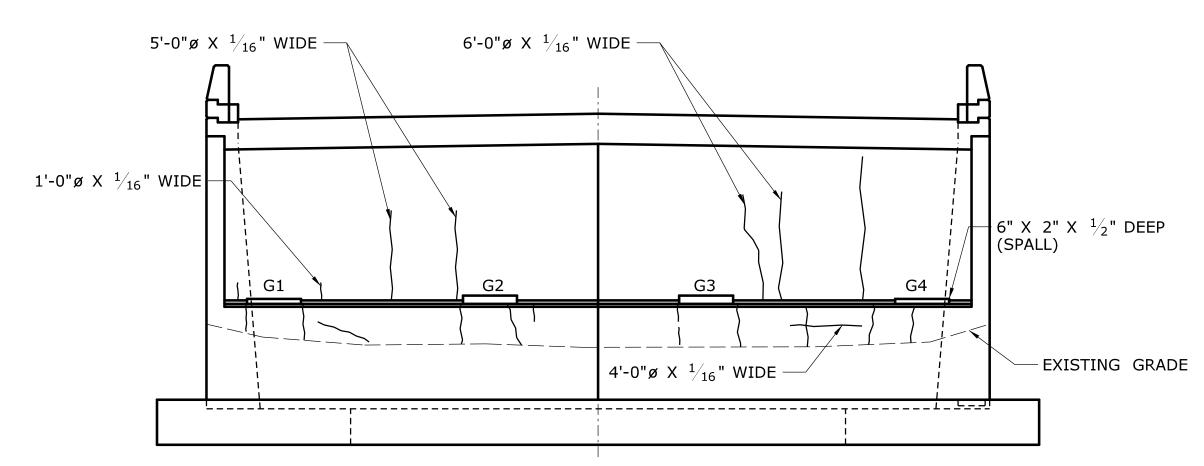
— SHALLOW REBAR

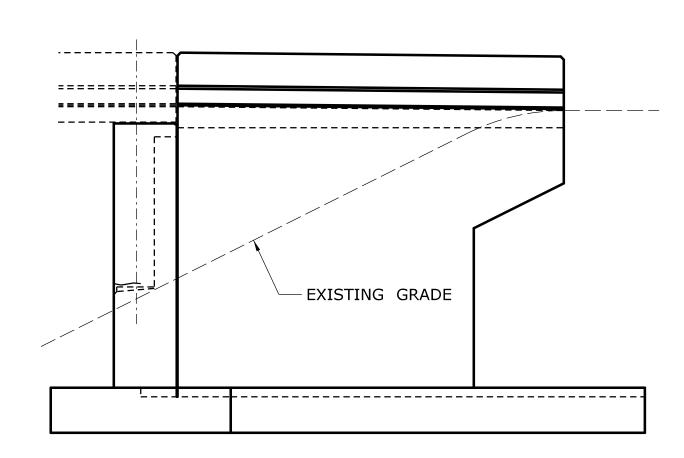


NOTES:

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- 2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.
- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.
- 5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.

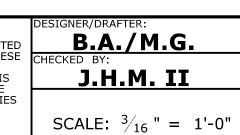


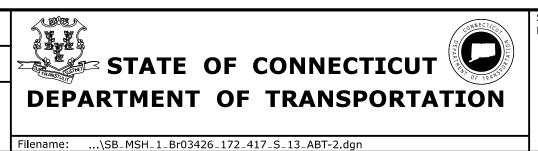


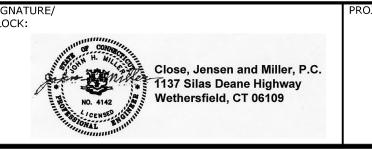


WINGWALL 2A ABUTMENT NO. 2 WINGWALL 2B

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-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
-	-	-	-	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE
-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/18/2013





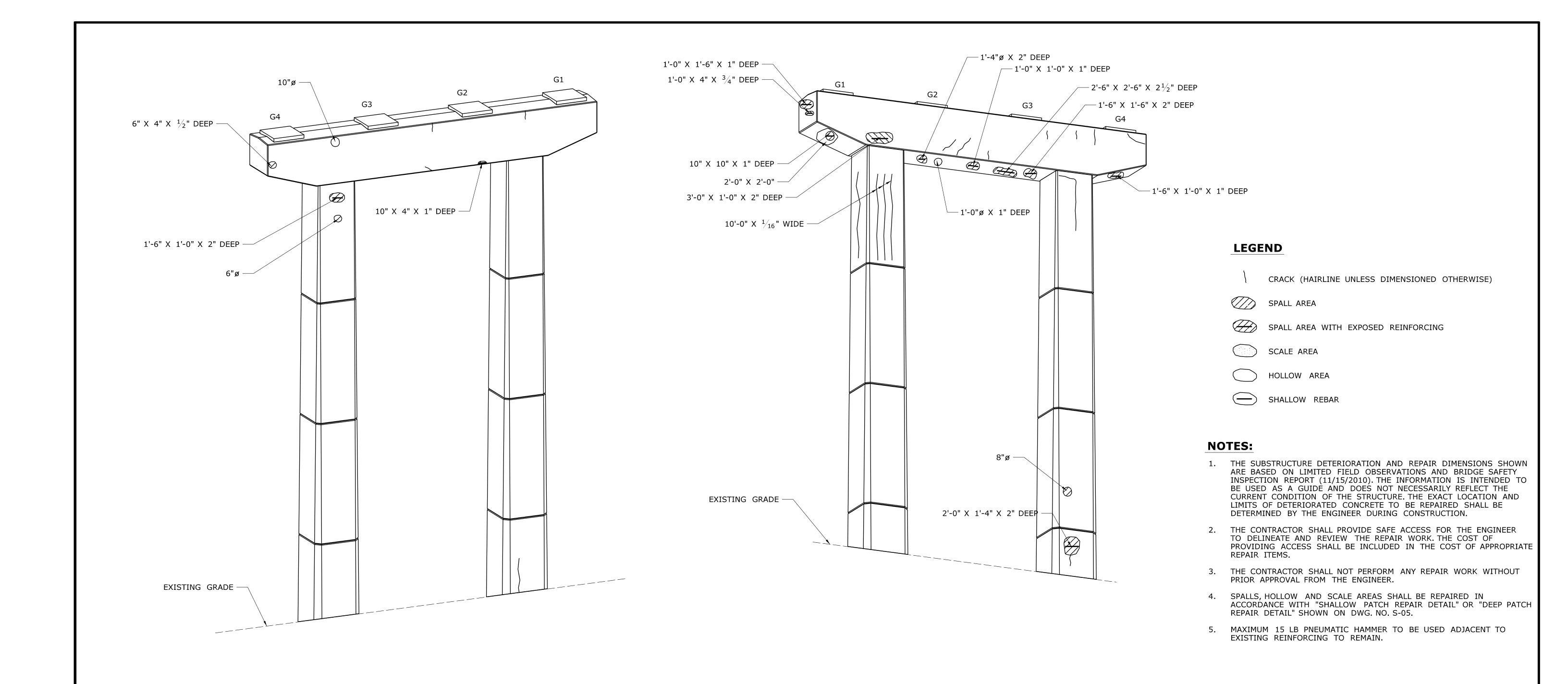


SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

/N:		MONTVILLE PRESTON
WING	TITLE:	

ABUTMENT NO. 2 BRIDGE NO. 03426 S-13
SHEET NO.
05.013

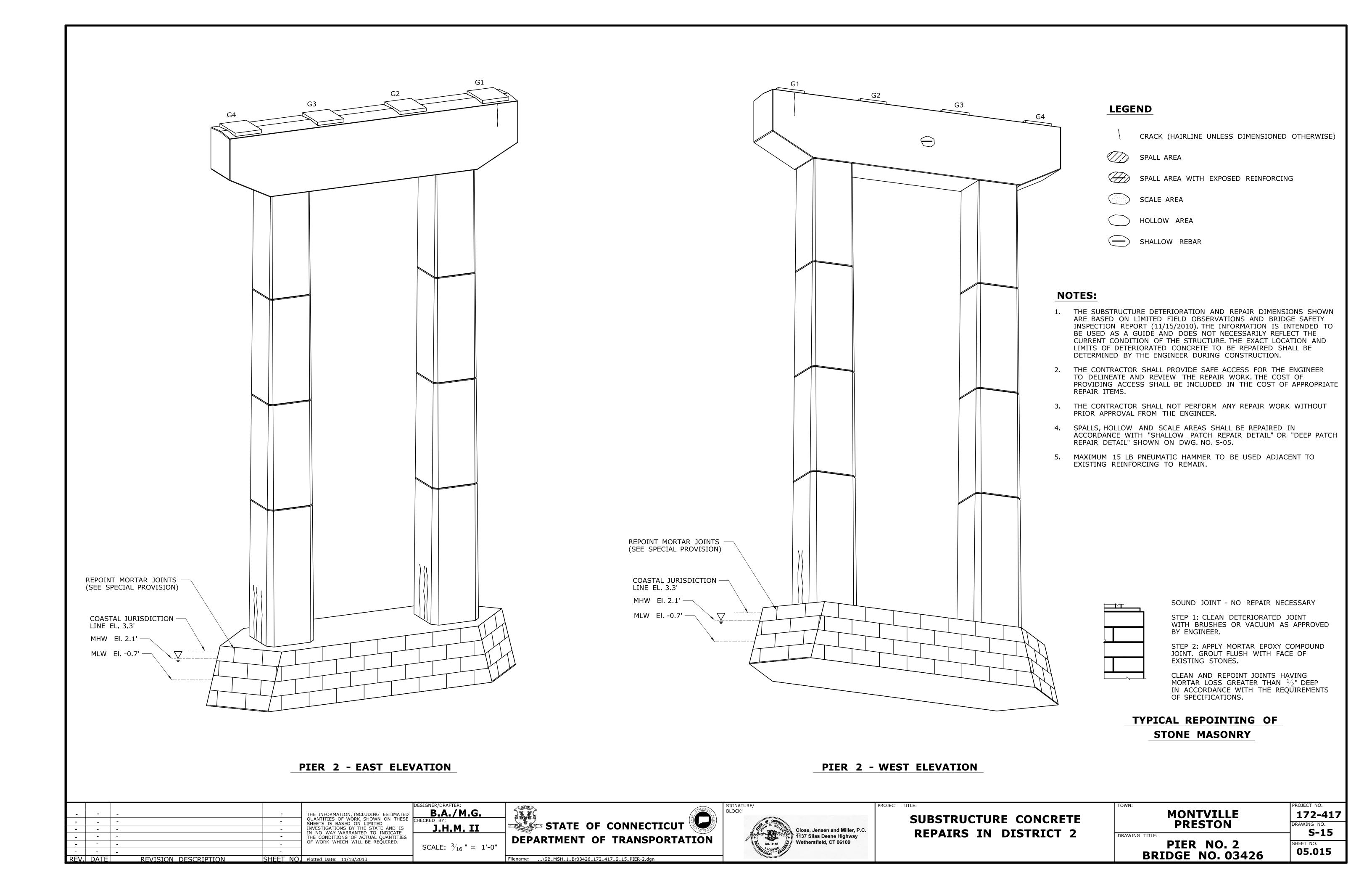
172-417

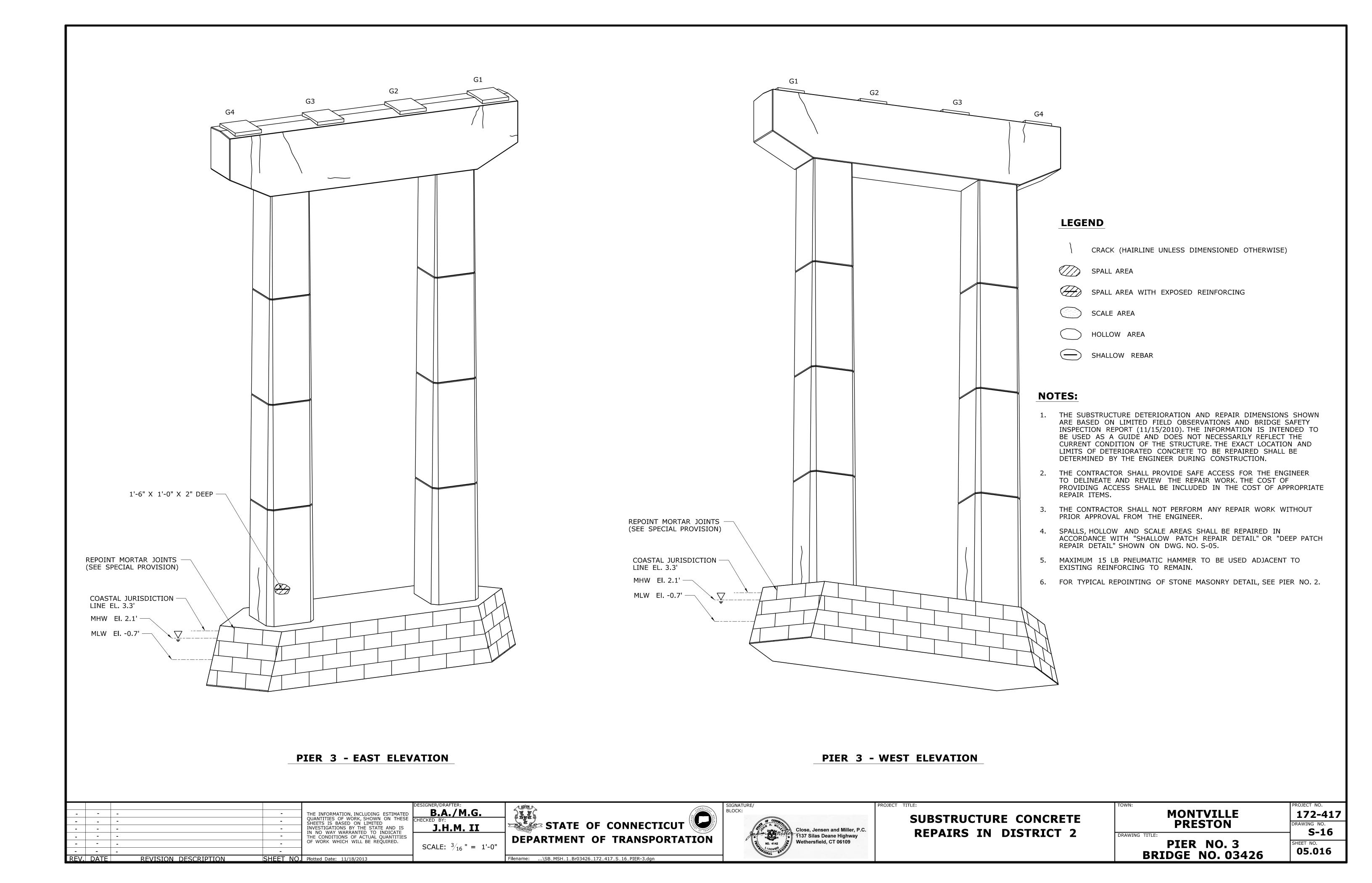


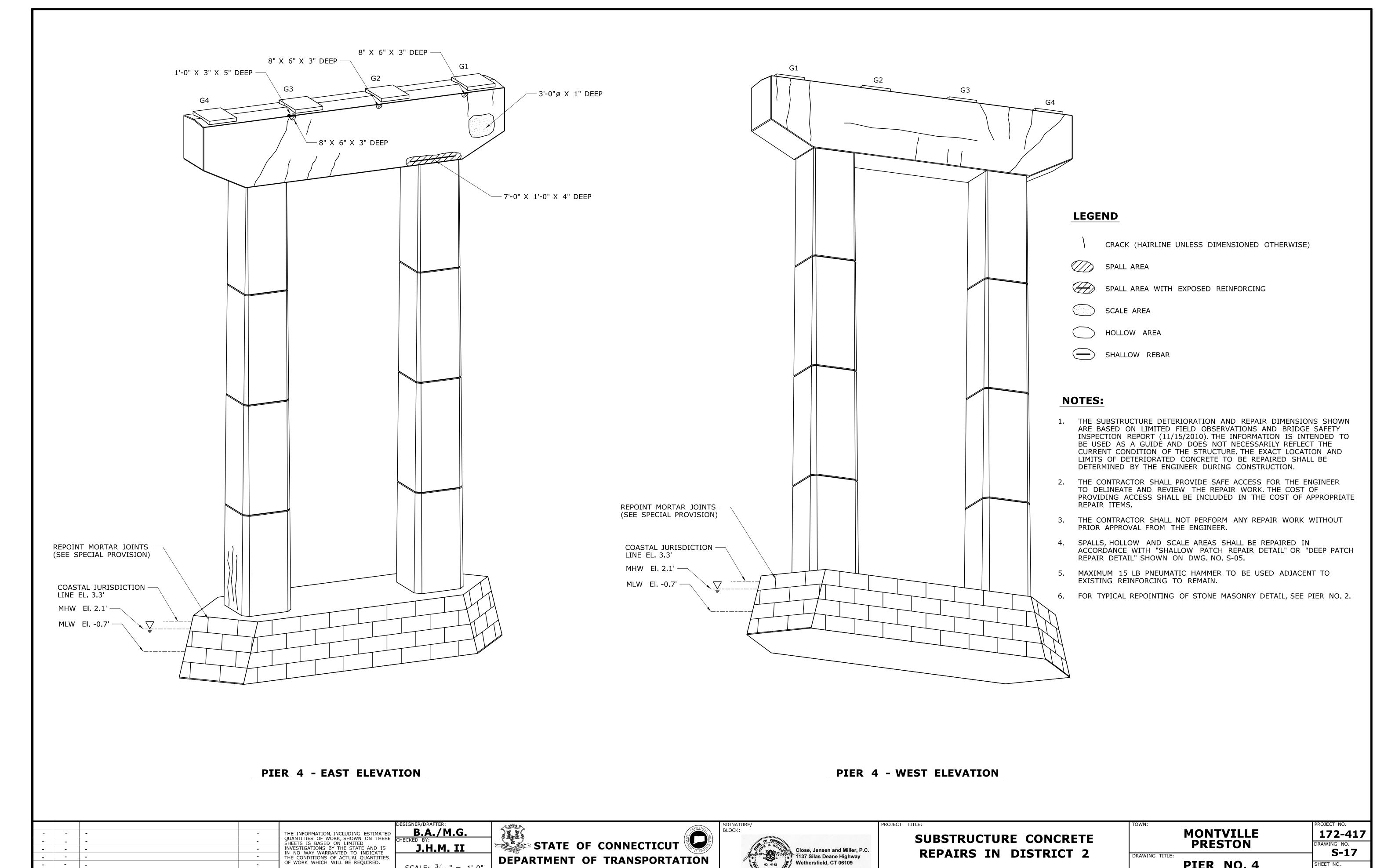
PIER 1 - EAST ELEVATION

PIER 1 - WEST ELEVATION

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 - - -	- QUANTITIES OF WORK, SHOWN ON THE	CHECKED BY:		STATE OF CORD AND AND AND AND AND AND AND AND AND AN	SUBSTRUCTURE CONCRETE	PRESTON	DRAWING NO.
	- INVESTIGATIONS BY THE STATE AND	IS J.H.M. II	STATE OF CONNECTICUT	Close, Jensen and Miller, P.C.	DEDATES IN DISTRICT 2	PRESTON	— S-14
	THE CONDITIONS OF ACTUAL QUANTI	IES	DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	REPAIRS IN DISTRICT 2	DRAWING TITLE:	3-14
	- OF WORK WHICH WILL BE REQUIRED	SCALE: $\frac{3}{16}$ " = 1'-0'	DEPARTMENT OF TRANSPORTATION	No. 4142 Wethersfield, CT 06109		PIER NO. 1	SHEET NO.
	-	SCALL: /16 = 1-0		CENSE MALL		BRIDGE NO. 03426	05.014
REV. DATE REVISION DESCRIPTION	SHEET NO. Plotted Date: 11/18/2013		Filename:\SB_MSH_1_Br03426_172_417_S_14_PIER-1.dgn	Thumus .		DRIDGE NO. 03420	







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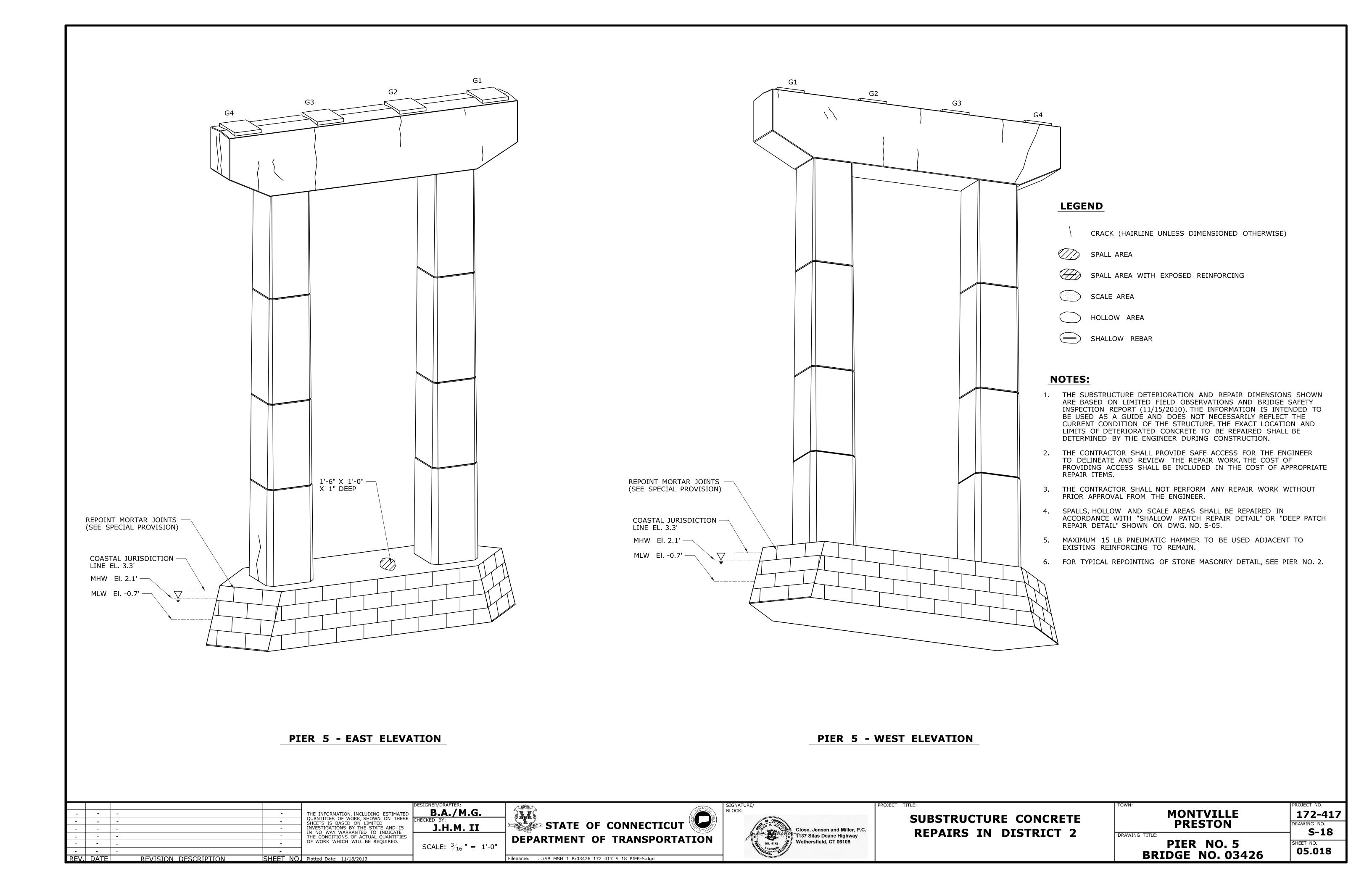
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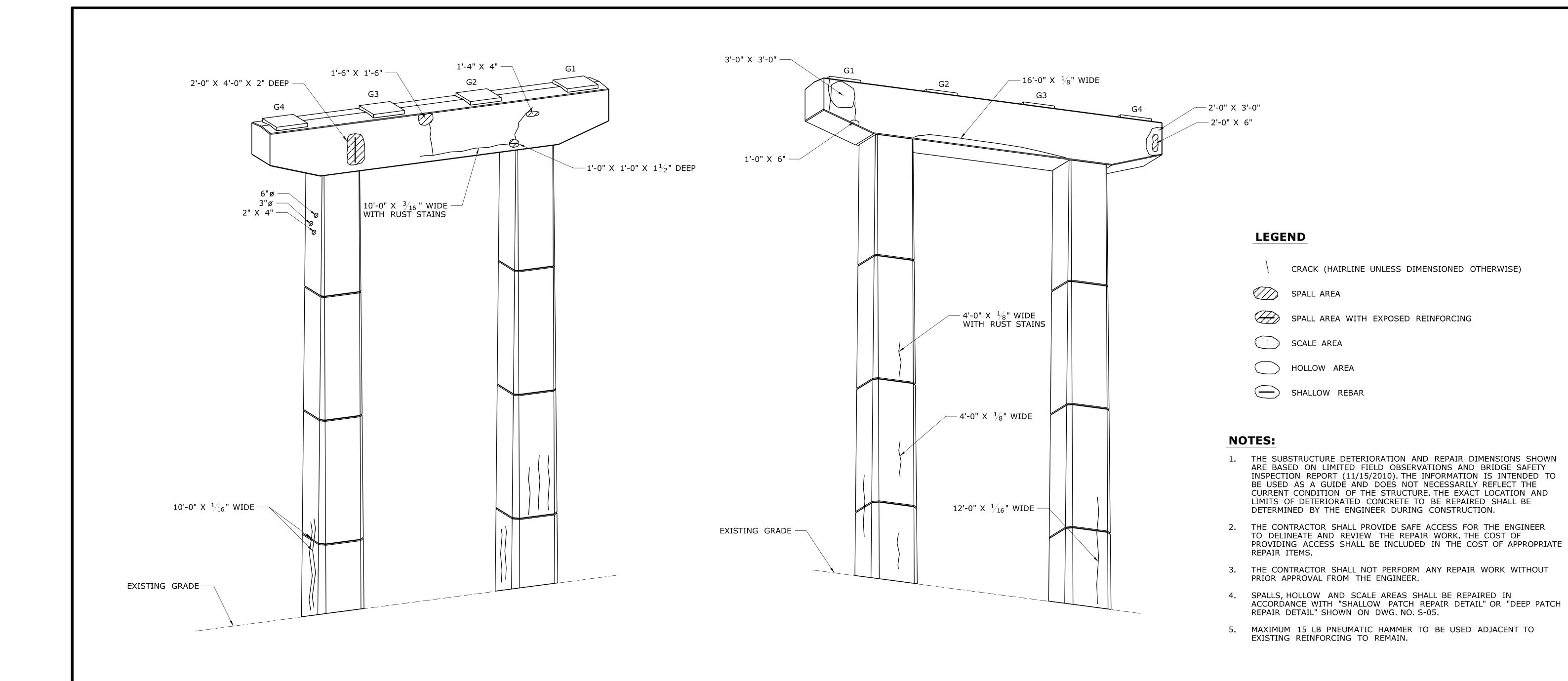
REVISION DESCRIPTION

SHEET NO. Plotted Date: 11/18/2013

REV. DATE

Close, Jensen and Miller, P.C. 1137 Silas Deane Highway Wethersfield, CT 06109 **REPAIRS IN DISTRICT 2** S-17 DRAWING TITLE: **DEPARTMENT OF TRANSPORTATION** PIER NO. 4 SCALE: $\frac{3}{16}$ " = 1'-0" 05.017 **BRIDGE NO. 03426** Filename: ...\SB_MSH_1_Br03426_172_417_S_17_PIER-4.dgn

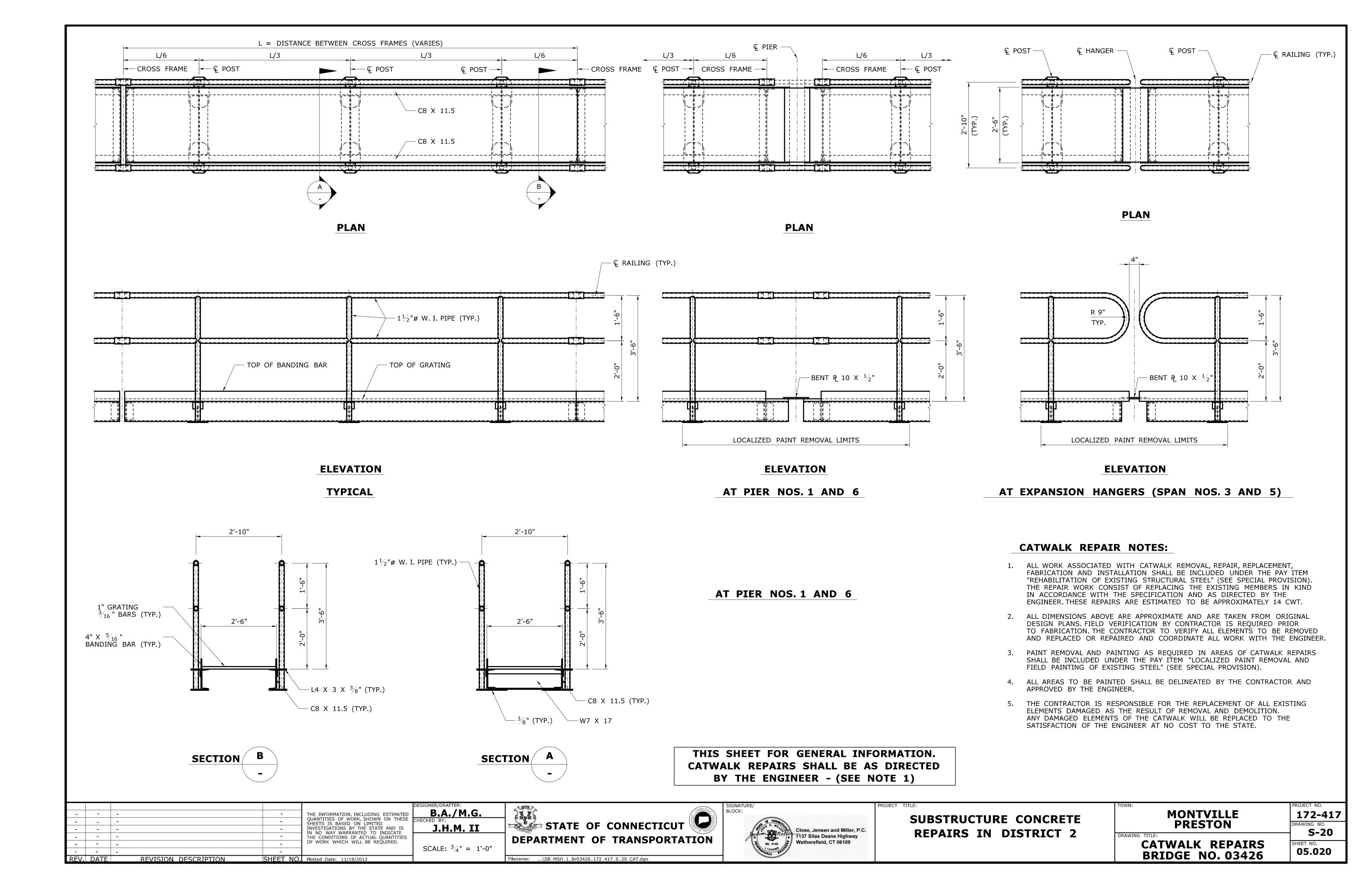


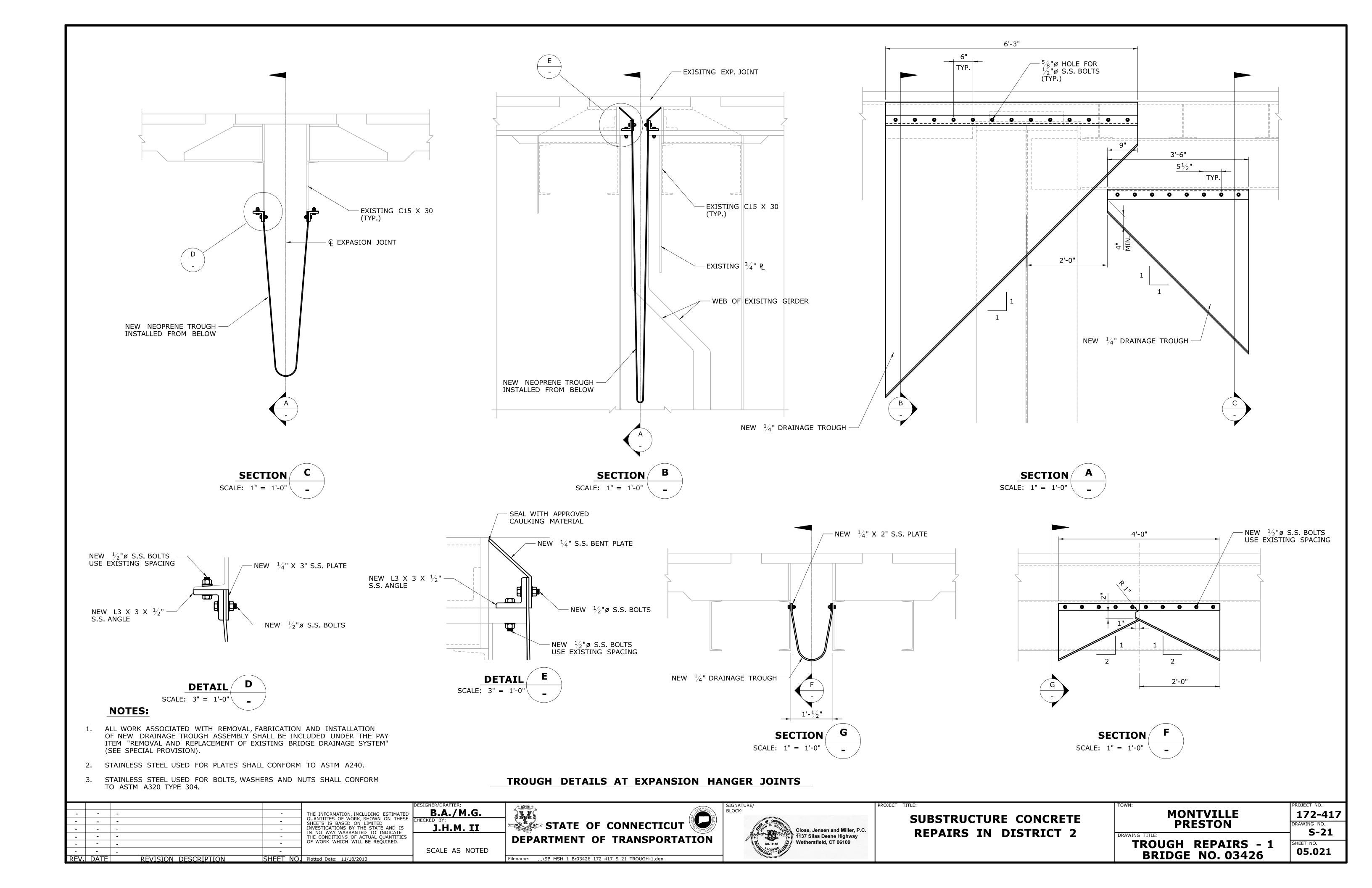


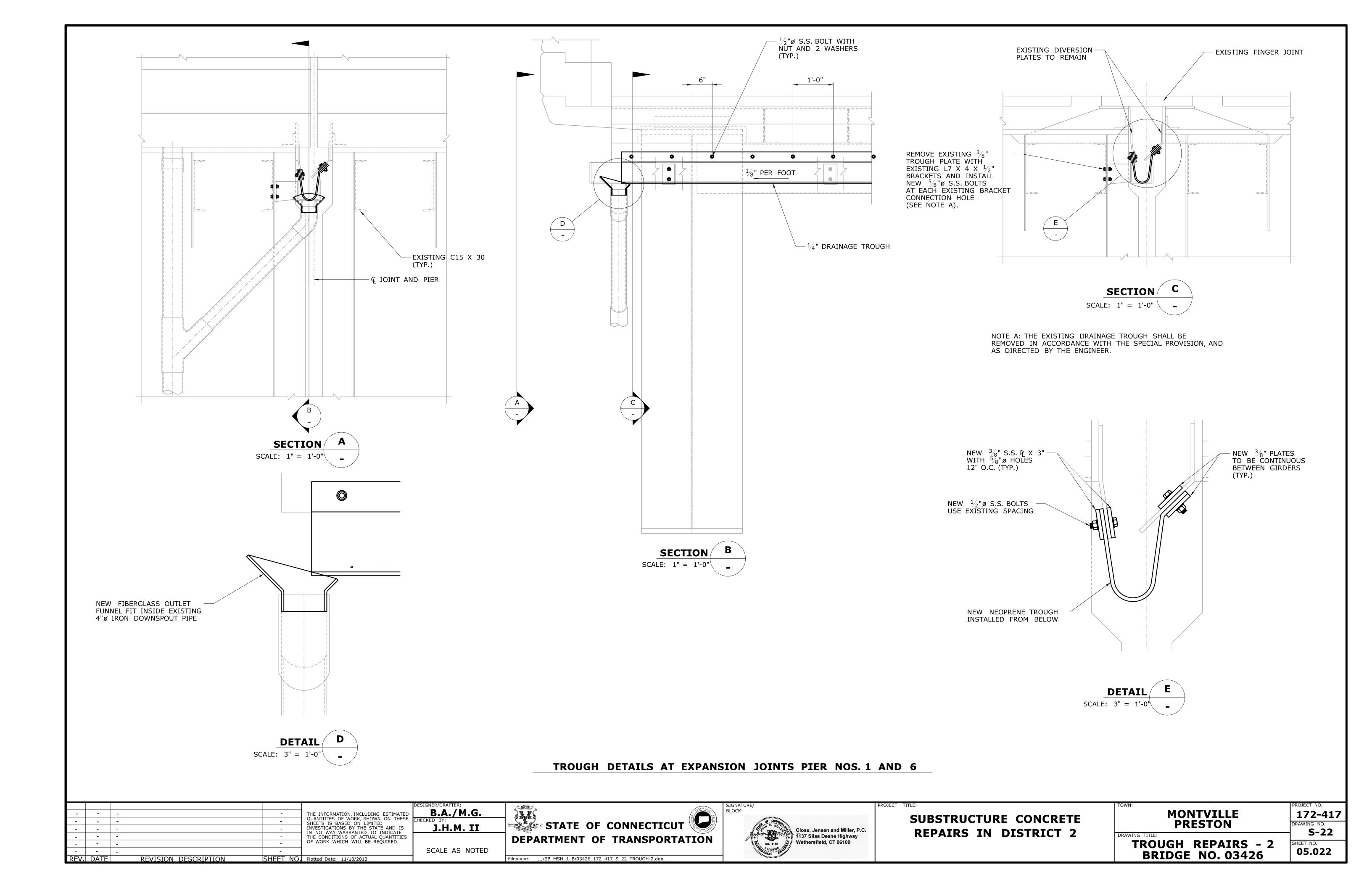
PIER 6 - EAST ELEVATION

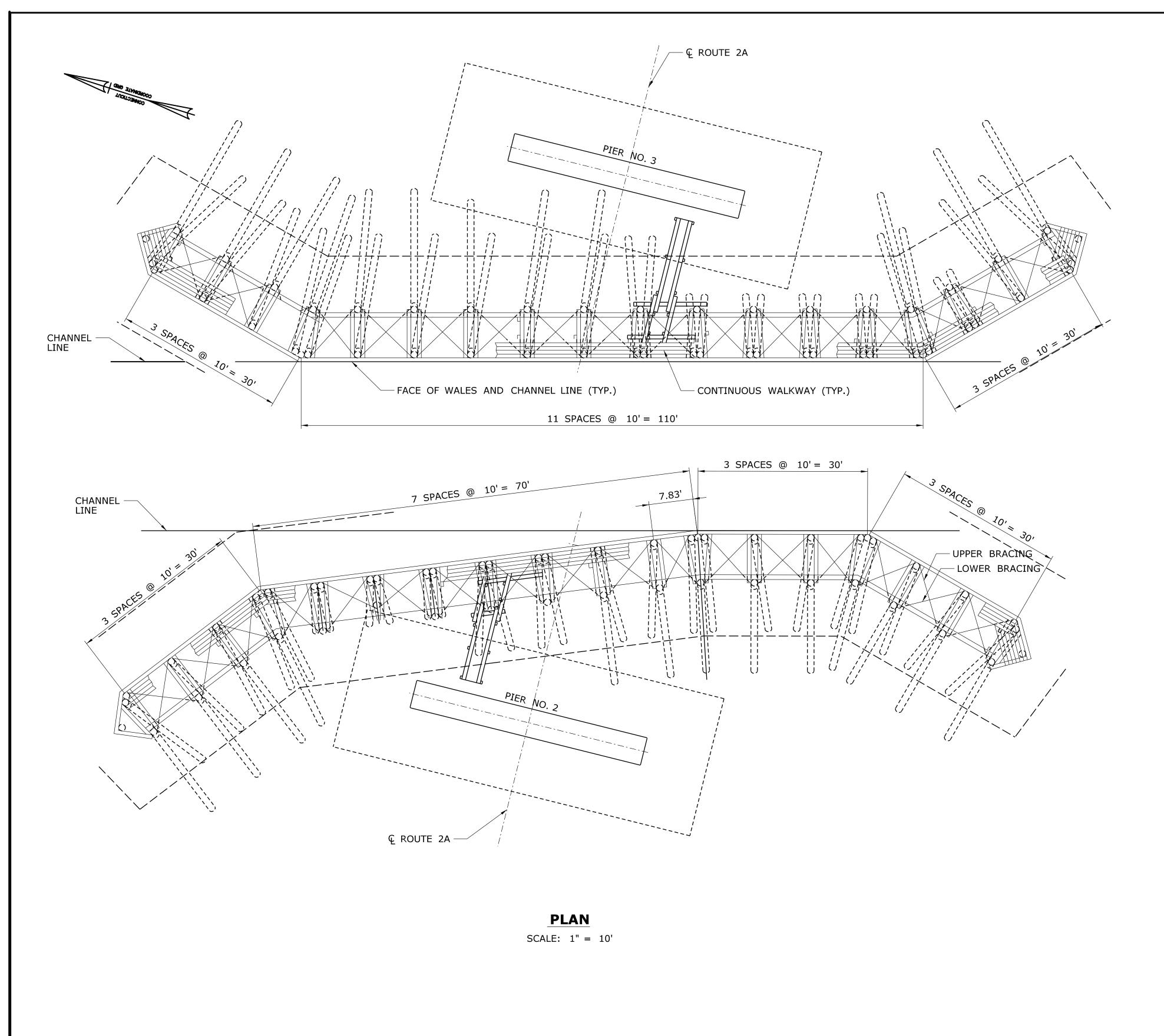
PIER 6 - WEST ELEVATION

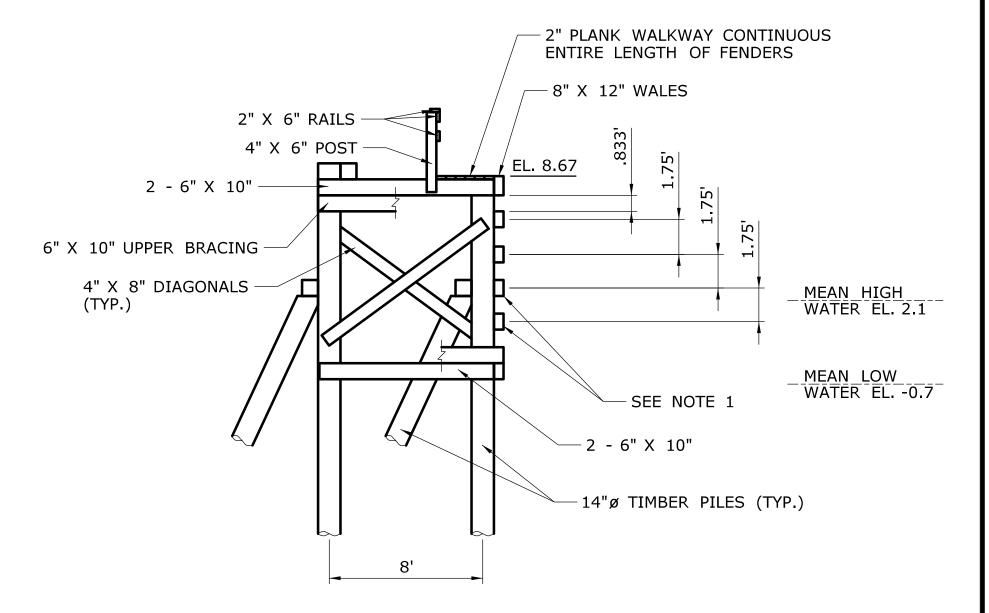
		DESIGNER/DRAFTER:	a salaze n	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
	- THE INFORMATION,	, INCLUDING ESTIMATED B.A./M.G.	The state of the s	BLOCK:	CURCERUSE CONCRETE	MONTVILLE	172-41
	QUANTITIES OF WO	ORK, SHOWN ON THESE CHECKED BY:	STATE OF CONNECTICUT	COOL CONTRACTOR	SUBSTRUCTURE CONCRETE	PRESTON	DRAWING NO.
	- INVESTIGATIONS B	SY THE STATE AND IS ANTED TO INDICATE ANTED TO INDICATE	STATE OF CONNECTICUT	Close, Jensen and Miller, P.C.	REPAIRS IN DISTRICT 2	TRESTOR	S-19
	- THE CONDITIONS	OF ACTUAL QUANTITIES	DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	KEPAIKS IN DISTRICT 2	DRAWING TITLE:	5 1 5
	- OF WORK WHICH	SCALE: $\frac{3}{16}$ " = 1'-0'		No. 4142 Wetherstield, CT 06109		PIER NO. 6	SHEET NO.
	-			THE PARTY OF THE P		BRIDGE NO. 03426	05.019
REV DATE REVISION DESCR	IPTION SHEET NO Plotted Date: 11/1	8/2013	Filename:\SB_MSH_1_Br03426_172_417_S_19_PIER-6.dan	· · · · · · · · · · · · · · · · · · ·		DIXIDGE NOI 05420	











FENDER REPAIR NOTES:

REPAIR PIER FENDERS INCLUDING SPLIT/BROKEN TIMBER WALES AND TIMBER PLATFORM BOARDS WHICH ARE DETACHED AND SOFT. THE BOTTOM TWO WALES (8" BY 12") ALONG THE WATER LINE SHALL BE REPLACED UNLESS DIRECTED OTHERWISE BY THE ENGINEER. REPAIRS SHALL CONSIST OF REPLACEMENT IN KIND AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH THE SPECIAL PROVISION "TIMBER BRIDGE TIES".

TYPICAL SECTION

SCALE: 1'' = 5'

- 2. THIS WORK WILL BE PAID FOR UNDER THE ITEM "TIMBER BRIDGE TIES". THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH ACCESS FOR INSPECTION. THIS WILL BE INCLUDED IN THE PAY ITEM "TIMBER BRIDGE TIES" (SEE SPECIAL PROVISION).
- 3. THIS WORK WILL REQUIRE COORDINATION WITH THE COAST GUARD NAVIGATION CHANNEL.
- 4. ALL WORK SHALL BE IN ACCORDANCE WITH PERMITS CONTAINED ELSEWHERE IN THE CONTRACT

-	-	-	-	THE INFORMATION, INCLUDING ESTIMATE
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THES SHEETS IS BASED ON LIMITED
-	-	-	-	INVESTIGATIONS BY THE STATE AND IS
-	-	-	1	IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.
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SHEET NO. Plotted Date: 11/18/2013

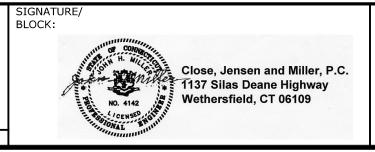
REVISION DESCRIPTION

REV. DATE

B.A./M.G. J.H.M. II

SCALE AS NOTED



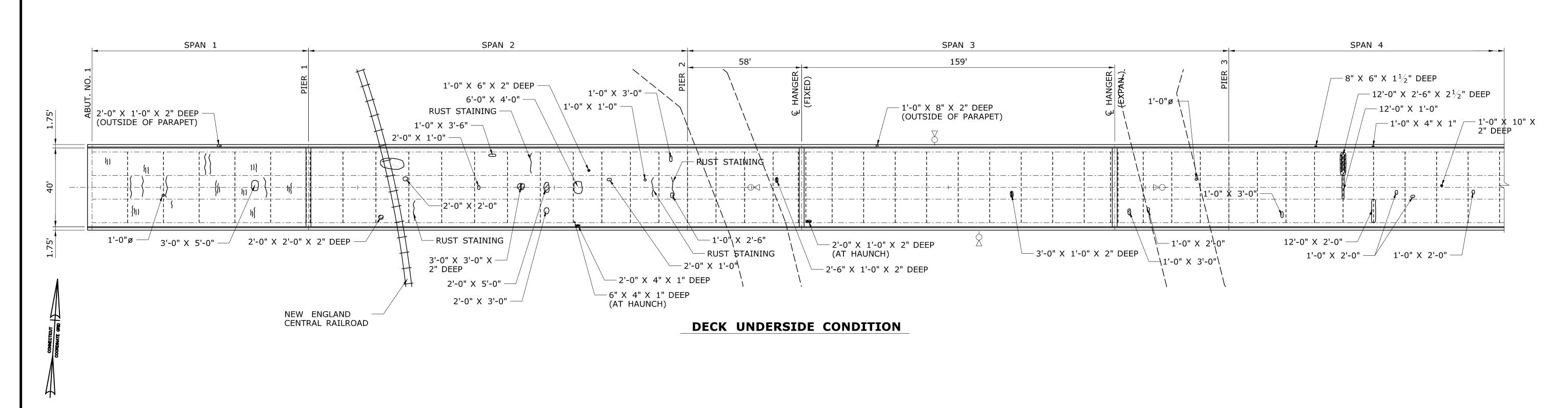


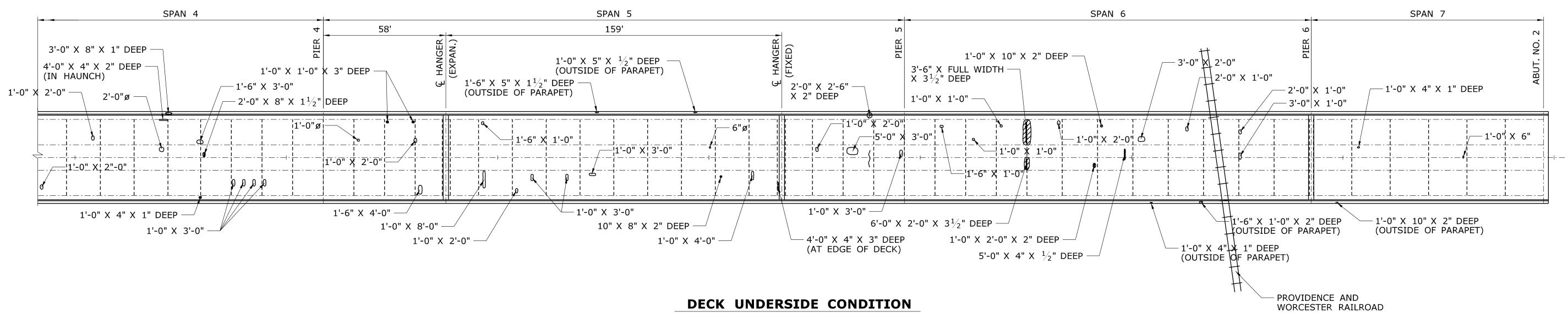
SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

MONTVILLE PRESTON

172-417 **S-23**

FENDER REPAIR DETAILS
SHEET NO.
05.023 **BRIDGE NO. 03426**





NOTES:

- - -

- 1. THE DECK DETERIORATION SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (11/15/2010). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
- THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.

THE INFORMATION, INCLUDING ESTIMATED

QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED

- DECK UNDERSIDE REPAIRS SHALL BE REPAIRD IN ACCORDANCE WITH "SURFACE PATCH" DETAILS.
- 4. FOR "SURFACE PATCH" REPAIR DETAILS, SEE DRAWING NO. S-06.
- 5. FOR "FULL DEPTH PATCH" AND "PARTIAL DEPTH PATCH" DETAILS, SEE DRAWING NOS. S-06 AND S-07.

LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)



SPALL AREA WITH EXPOSED REINFORCING



HOLLOW AREA



SCALE

SUBSTRUCTURE CONCRETE

MONTVILLE PRESTON

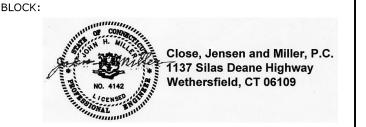
172-417 DRAWING NO. **S-24**

05.024

INVESTIGATIONS BY THE STATE AND IS
IN NO WAY WARRANTED TO INDICATE - | - | -_ | - | -THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. - | - | -- - -REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013

B.A./M.G. J.H.M. II SCALE: 1'' = 25' STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION**

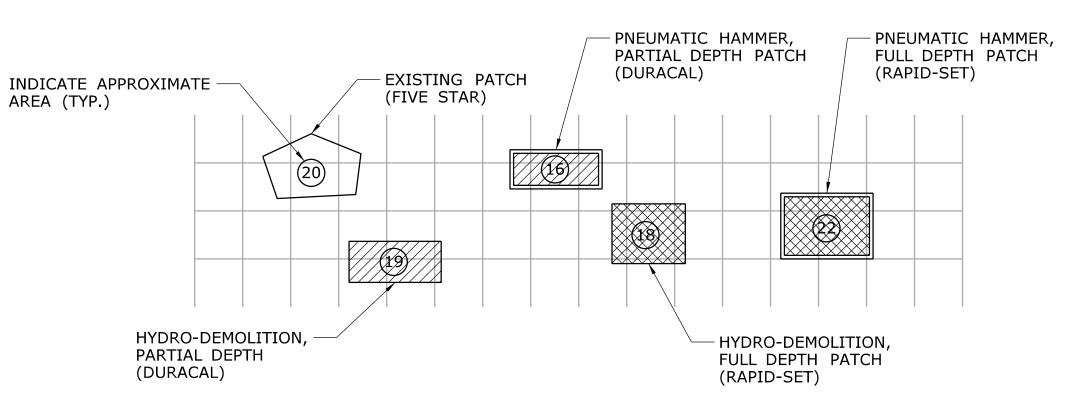
Filename: ...\SB_MSH_1_Br03426_172_417_S_24_DECK.dgn



REPAIRS IN DISTRICT 2 DECK UNDERSIDE BRIDGE NO. 03426 THIS SHEET IS FOR INFORMATION ONLY AND IS TO BE COMPLETED BY THE ENGINEER ON A FULL SIZE PAPER COPY OF THIS SHEET. THE COMPLETED DRAWING SHALL BE FORWARDED TO THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

INSPECTOR NOTES

PERCENTAGE AND QUANTITIES DATES: START OF REPAIRS COMPLETION OF REPAIRS PARTIAL DEPTH PATCH % QTY. HYDRO-DEMOLITION PNEUMATIC HAMMER TOTALS PARTIAL DEPTH PATCH % QTY. HYDRO-DEMOLITION PNEUMATIC HAMMER TOTALS TOTALS TOTALS



EXAMPLE PLAN

DECK PATCHING LEGEND:

EXISTING PATCHED AREA (FULL-DEPTH AND PARTIAL DEPTH)
APPROXIMATE % OF TOTAL DECK AREA =

DENOTES THE LIMITS OF REMOVAL BY HYDRO-DEMOLITION, REPLACE WITH PARTIAL DEPTH PATCH.

DENOTES THE LIMITS OF REMOVAL BY PNEUMATIC HAMMER, REPLACE WITH PARTIAL-DEPTH PATCH.

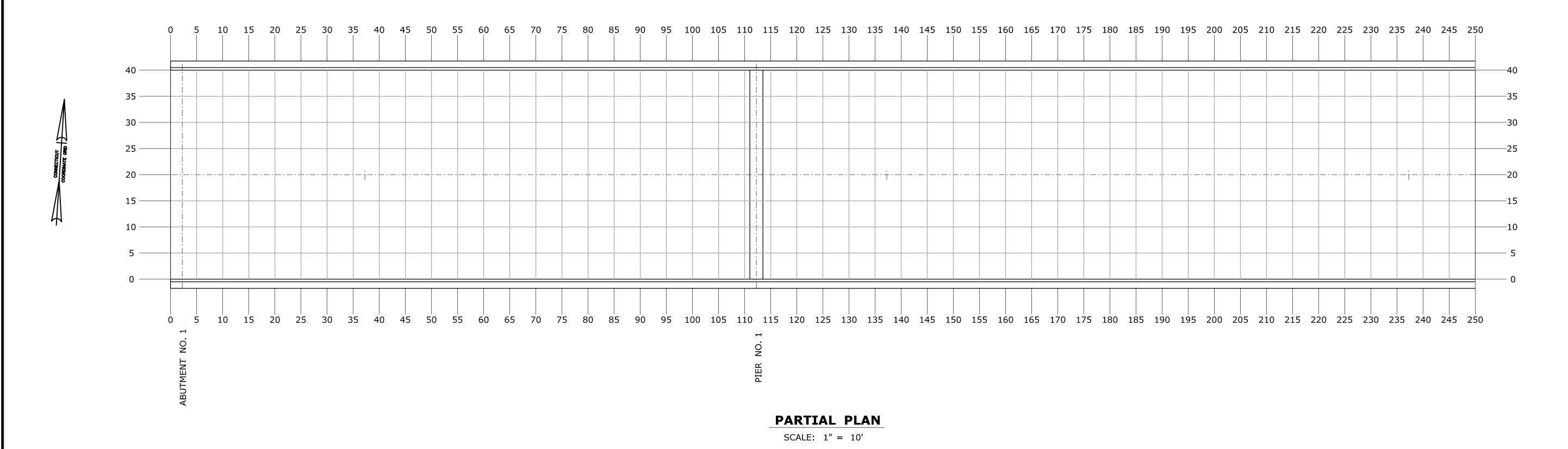
DENOTES THE LIMITS OF REMOVAL OF HYDRO-DEMOLITION,

DENOTES THE LIMITS OF REMOVAL BY PNUEMATIC HAMMER, REPLACE WITH FULL DEPTH PATCH.

THE ENGINEER SHALL INDICATE THE FOLLOWING:

REPLACE WITH FULL DEPTH PATCH.

- 1. THE BEGINNING AND COMPLETION DATES OF REPAIRS.
- 2. THE LIMITS OF EXISTING AND FINISHED PATCHED DECK AREAS ON THE PLAN USING THE PATTERN SHOWN IN THE DECK PATCHING LEGEND. (SEE EXAMPLE PLAN)
- 3. THE APPROXIMATE PERCENTAGE OF TOTAL DECK AREA REPAIRED WITH PARTIAL AND FULL DEPTH PATCHES.
- 4. THE FINAL QUANTITIES OF PARTIAL AND FULL DEPTH PATCHING MATERIALS USED IN THE DECK REPAIRS.
- 5. THE METHOD AND LIMIT OF REMOVAL OF THE DETERIORATED CONCRETE FOR EXAMPLE PNEUMATIC HAMMER OR HYDRO-DEMOLITION AS INDICATED ON THE DECK PLAN.
- 6. THE BRAND OF PATCHING MATERIAL USED AT EACH LOCATION ON THE DECK (DURACAL, CLASS "F" CONCRETE, ETC.) AS SHOWN IN THE EXAMPLE PLAN.



THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED

INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE

THE CONDITIONS OF ACTUAL QUANTITIES

OF WORK WHICH WILL BE REQUIRED.

SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

REV. DATE

DESIGNER/DRAFTER:

B.A./M.G.

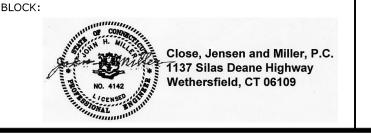
CHECKED BY:

J.H.M. II

SCALE AS NOTED

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

Filename: ...\SB_MSH_1_Br03426_172_417_S_25_GRID-1.dgn



SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

MONTVILLE PRESTON

172-417
DRAWING NO.
S-25
SHEET NO.

DECK PATCHING GRID BRIDGE NO. 03426

THIS SHEET IS FOR INFORMATION ONLY AND IS TO BE COMPLETED BY THE ENGINEER ON A FULL SIZE PAPER COPY OF THIS SHEET. THE COMPLETED DRAWING SHALL BE FORWARDED TO THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

INSPECTOR NOTES

PERC	ENTAGE	AND	QU.	ANTITIES
DATES:	START OF RE	PAIRS		
	COMPLETION	OF REPAIRS	5	
PARTIAL D	EPTH PATCH		%	QTY.
HYDRO-DE	MOLITION]	
PNEUMATI	C HAMMER			
TOTALS				
PARTIAL D	EPTH PATCH		%	QTY.
HYDRO-DE	MOLITION			
PNEUMATI	C HAMMER			
TOTALS				

DECK PATCHING LEGEND:

APPROXIMATE % OF TOTAL DECK AREA =

DENOTES THE LIMITS OF REMOVAL BY HYDRO-DEMOLITION, REPLACE WITH PARTIAL DEPTH PATCH. DENOTES THE LIMITS OF REMOVAL BY PNEUMATIC HAMMER, REPLACE WITH PARTIAL-DEPTH PATCH. DENOTES THE LIMITS OF REMOVAL OF HYDRO-DEMOLITION, REPLACE WITH FULL DEPTH PATCH.

REPLACE WITH FULL DEPTH PATCH.

INDICATE THE FOLLOWING:

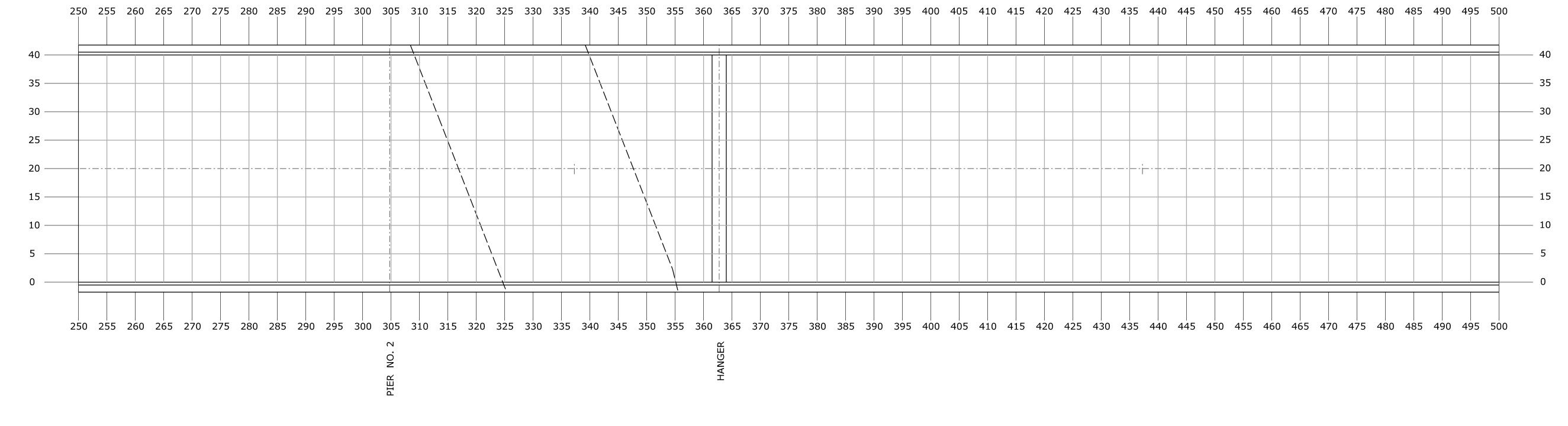
THE ENGINEER SHALL

1. THE BEGINNING AND COMPLETION DATES OF REPAIRS.

DENOTES THE LIMITS OF REMOVAL BY PNUEMATIC HAMMER,

EXISTING PATCHED AREA (FULL-DEPTH AND PARTIAL DEPTH)

- 2. THE LIMITS OF EXISTING AND FINISHED PATCHED DECK AREAS ON THE PLAN USING THE PATTERN SHOWN IN THE DECK PATCHING LEGEND. (SEE EXAMPLE PLAN)
- 3. THE APPROXIMATE PERCENTAGE OF TOTAL DECK AREA REPAIRED WITH PARTIAL AND FULL DEPTH PATCHES.
- 4. THE FINAL QUANTITIES OF PARTIAL AND FULL DEPTH PATCHING MATERIALS USED IN THE DECK REPAIRS.
- 5. THE METHOD AND LIMIT OF REMOVAL OF THE DETERIORATED CONCRETE FOR EXAMPLE PNEUMATIC HAMMER OR HYDRO-DEMOLITION AS INDICATED ON THE DECK PLAN.
- 6. THE BRAND OF PATCHING MATERIAL USED AT EACH LOCATION ON THE DECK (DURACAL, CLASS "F" CONCRETE, ETC.) AS SHOWN IN THE EXAMPLE PLAN.



PARTIAL PLAN

SCALE: 1'' = 10'

-	_	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
-	_	-	-	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE
-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.

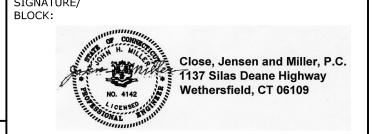
SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

B.A./M.G. J.H.M. II

SCALE AS NOTED





SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

/N:	
	MONTVILL PRESTON

172-417 **S-26**

DECK PATCHING GRID 2 SHEET NO. **BRIDGE NO. 03426**

05.026

Filename: ...\SB_MSH_1_Br03426_172_417_S_26_GRID-2.dgn

THIS SHEET IS FOR INFORMATION ONLY AND IS TO BE COMPLETED BY THE ENGINEER ON A FULL SIZE PAPER COPY OF THIS SHEET. THE COMPLETED DRAWING SHALL BE FORWARDED TO THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

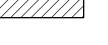
INSPECTOR NOTES	

PERC	ENTAGE	AND	QUA	ANTITIES
DATES:	START OF REI	PAIRS		
	COMPLETION	OF REPAIR	S	
PARTIAL D	EPTH PATCH		%	QTY.
HYDRO-DE	MOLITION		3	
PNEUMATI	C HAMMER		3	
TOTALS				
PARTIAL D	EPTH PATCH		%	QTY.
HYDRO-DE	MOLITION			
PNEUMATI	C HAMMER			
TOTALS				
			•	

DECK PATCHING LEGEND:

EXISTING PATCHED AREA (FULL-DEPTH AND PARTIAL DEPTH)
APPROXIMATE % OF TOTAL DECK AREA =

DENOTES THE LIMITS OF REMOVAL BY HYDRO-DEMOLITION, REPLACE WITH PARTIAL DEPTH PATCH.



DENOTES THE LIMITS OF REMOVAL BY PNEUMATIC HAMMER, REPLACE WITH PARTIAL-DEPTH PATCH.



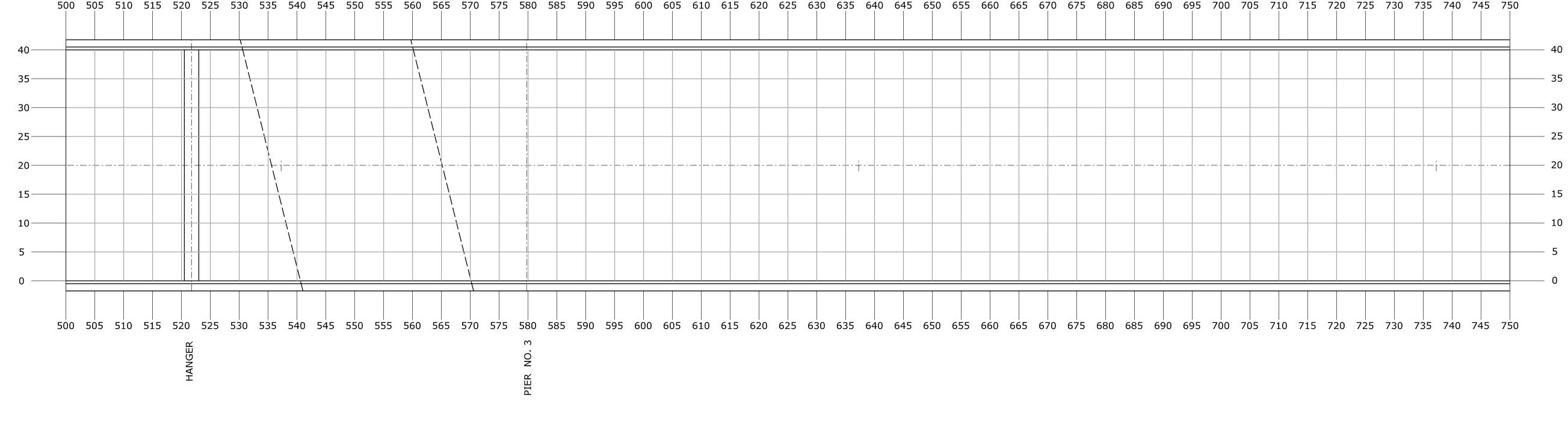
DENOTES THE LIMITS OF REMOVAL OF HYDRO-DEMOLITION, REPLACE WITH FULL DEPTH PATCH.



DENOTES THE LIMITS OF REMOVAL BY PNUEMATIC HAMMER, REPLACE WITH FULL DEPTH PATCH.

THE ENGINEER SHALL INDICATE THE FOLLOWING:

- 1. THE BEGINNING AND COMPLETION DATES OF REPAIRS.
- 2. THE LIMITS OF EXISTING AND FINISHED PATCHED DECK AREAS ON THE PLAN USING THE PATTERN SHOWN IN THE DECK PATCHING LEGEND. (SEE EXAMPLE PLAN)
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- 4. THE FINAL QUANTITIES OF PARTIAL AND FULL DEPTH PATCHING MATERIALS USED IN THE DECK REPAIRS.
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- 6. THE BRAND OF PATCHING MATERIAL USED AT EACH LOCATION ON THE DECK (DURACAL, CLASS "F" CONCRETE, ETC.) AS SHOWN IN THE EXAMPLE PLAN.



PARTIAL PLAN

SCALE: 1" = 10'

-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
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-	-	-	-	OF WORK WHICH WILL BE REQUIRED.
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SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

B.A./M.G.
CHECKED BY:
J.H.M. II

SCALE AS NOTED



Filename: ...\SB_MSH_1_Br03426_172_417_S_27_GRID-3.dgn



SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

MONTVILLE PRESTON

172-417
DRAWING NO.
S-27
SHEET NO.

DECK PATCHING GRID 3 BRIDGE NO. 03426

SHEET NO. **05.027**

THIS SHEET IS FOR INFORMATION ONLY AND IS TO BE COMPLETED BY THE ENGINEER ON A FULL SIZE PAPER COPY OF THIS SHEET. THE COMPLETED DRAWING SHALL BE FORWARDED TO THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

INSPECTOR NOTES				

PERC	ENTAGE AND	QU	ANTITIES
DATES:	START OF REPAIRS		
	COMPLETION OF REPAIR	RS	
PARTIAL D	DEPTH PATCH	%	QTY.
HYDRO-DE	MOLITION //////	2	
PNEUMATI	C HAMMER	2	
TOTALS			
PARTIAL D	DEPTH PATCH	%	QTY.
HYDRO-DE	MOLITION	\boxtimes	
PNEUMATI	C HAMMER 🔯	3	
TOTALS			

DECK PATCHING LEGEND:

EXISTING PATCHED AREA (FULL-DEPTH AND PARTIAL DEPTH)
APPROXIMATE % OF TOTAL DECK AREA =

DENOTES THE LIMITS OF REMOVAL BY HYDRO-DEMOLITION, REPLACE WITH PARTIAL DEPTH PATCH.

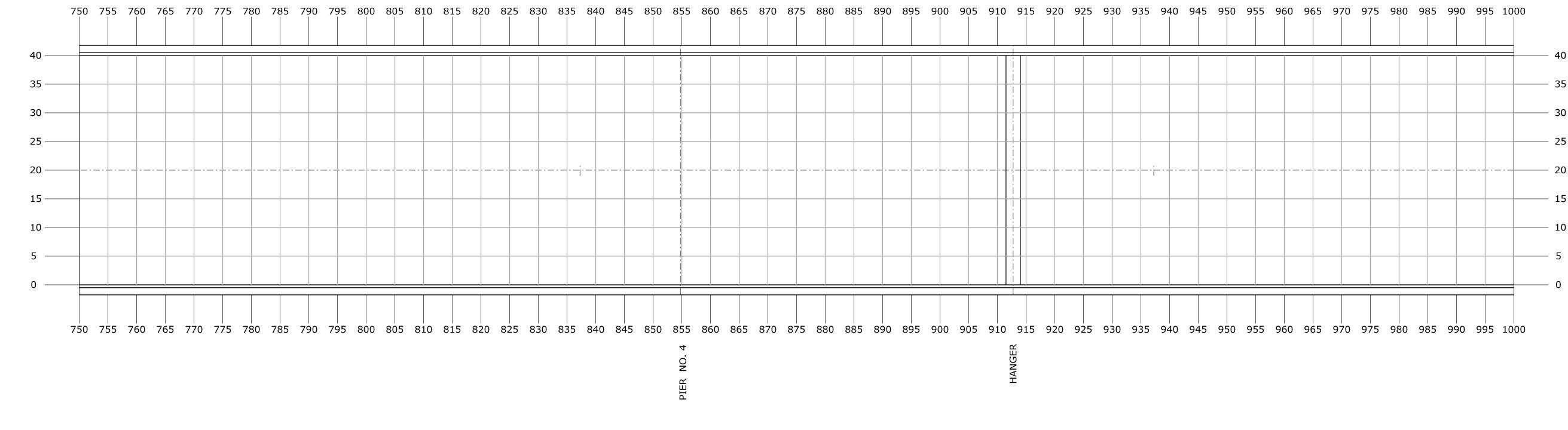
DENOTES THE LIMITS OF REMOVAL BY PNEUMATIC HAMMER, REPLACE WITH PARTIAL-DEPTH PATCH.

DENOTES THE LIMITS OF REMOVAL OF HYDRO-DEMOLITION, REPLACE WITH FULL DEPTH PATCH.

DENOTES THE LIMITS OF REMOVAL BY PNUEMATIC HAMMER, REPLACE WITH FULL DEPTH PATCH.

THE ENGINEER SHALL INDICATE THE FOLLOWING:

- 1. THE BEGINNING AND COMPLETION DATES OF REPAIRS.
- 2. THE LIMITS OF EXISTING AND FINISHED PATCHED DECK AREAS ON THE PLAN USING THE PATTERN SHOWN IN THE DECK PATCHING LEGEND. (SEE EXAMPLE PLAN)
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- 6. THE BRAND OF PATCHING MATERIAL USED AT EACH LOCATION ON THE DECK (DURACAL, CLASS "F" CONCRETE, ETC.) AS SHOWN IN THE EXAMPLE PLAN.



PARTIAL PLAN

SCALE: 1" = 10'

				[
-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
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-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.

SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

DESIGNER/DRAFTER:

B.A./M.G.

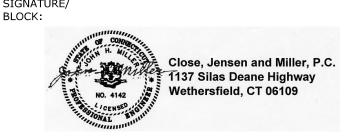
CHECKED BY:

J.H.M. II

SCALE AS NOTED



Filename: ...\SB_MSH_1_Br03426_172_417_S_28_GRID-4.dgn



SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

MONTVILLE PRESTON

172-417
DRAWING NO.
S-28

DECK PATCHING GRID 4 BRIDGE NO. 03426

THIS SHEET IS FOR INFORMATION ONLY AND IS TO BE COMPLETED BY THE ENGINEER ON A FULL SIZE PAPER COPY OF THIS SHEET. THE COMPLETED DRAWING SHALL BE FORWARDED TO THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

INSPECTOR NOTES				

PERC	ENTAGE	AND	QUA	NTITIES
DATES:	START OF RE	PAIRS		
	COMPLETION	OF REPAIR	S	
PARTIAL D	EPTH PATCH		%	QTY.
HYDRO-DE	MOLITION		3	
PNEUMATIO	C HAMMER	(//////	3	
TOTALS				
PARTIAL D	EPTH PATCH		%	QTY.
HYDRO-DE	MOLITION			
PNEUMATIO	C HAMMER		3	
TOTALS				

DECK PATCHING LEGEND:

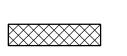
EXISTING PATCHED AREA (FULL-DEPTH AND PARTIAL DEPTH) APPROXIMATE % OF TOTAL DECK AREA =



DENOTES THE LIMITS OF REMOVAL BY HYDRO-DEMOLITION, REPLACE WITH PARTIAL DEPTH PATCH.



DENOTES THE LIMITS OF REMOVAL BY PNEUMATIC HAMMER, REPLACE WITH PARTIAL-DEPTH PATCH.



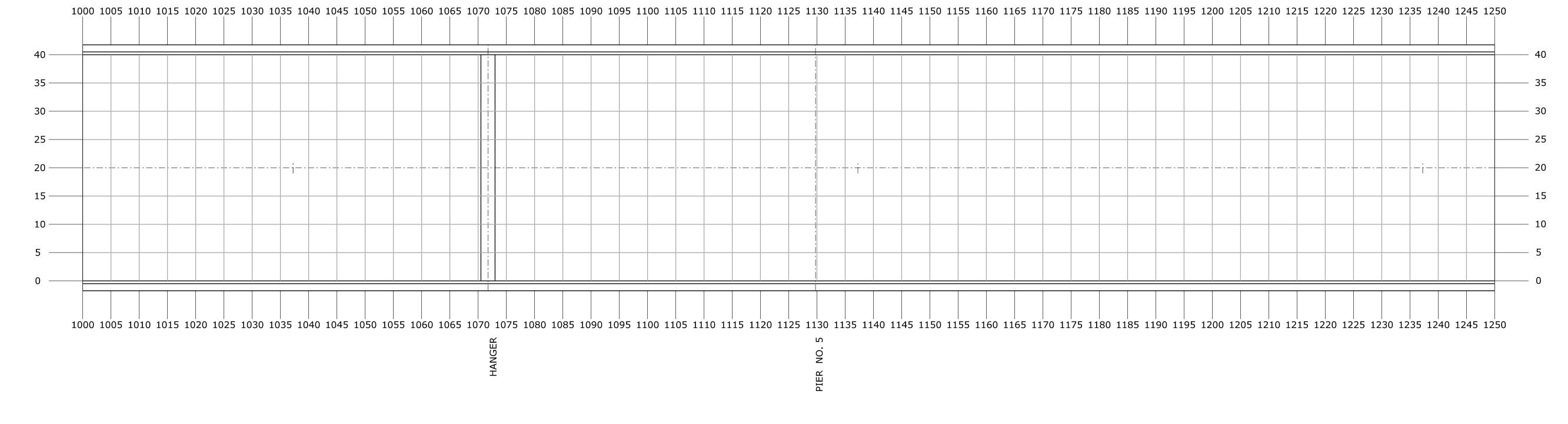
DENOTES THE LIMITS OF REMOVAL OF HYDRO-DEMOLITION, REPLACE WITH FULL DEPTH PATCH.



DENOTES THE LIMITS OF REMOVAL BY PNUEMATIC HAMMER, REPLACE WITH FULL DEPTH PATCH.

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PARTIAL PLAN

SCALE: 1'' = 10'

				[
-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
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1	ı	-	-	OF WORK WHICH WILL BE REQUIRED.

SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

B.A./M.G. J.H.M. II

SCALE AS NOTED



Filename: ...\SB_MSH_1_Br03426_172_417_S_29_GRID-5.dgn



SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

MONTVILLE PRESTON

172-417 S-29

DECK PATCHING GRID 5 BRIDGE NO. 03426

THIS SHEET IS FOR INFORMATION ONLY AND IS TO BE COMPLETED BY THE ENGINEER ON A FULL SIZE PAPER COPY OF THIS SHEET. THE COMPLETED DRAWING SHALL BE FORWARDED TO THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

INSPECTOR NOTES

PERC	ENTAGE	AND	QUA	NTITIES	
DATES:	START OF RE	PAIRS			
	COMPLETION	OF REPAIRS	5		
PARTIAL D	EPTH PATCH		%	QTY.	
HYDRO-DE	MOLITION				
PNEUMATI	C HAMMER				
TOTALS					
PARTIAL DEPTH PATCH % QTY.			QTY.		
HYDRO-DEMOLITION					
PNEUMATI	C HAMMER				
TOTALS					
•	•		<u> </u>		

DECK PATCHING LEGEND:

EXISTING PATCHED AREA (FULL-DEPTH AND PARTIAL DEPTH) APPROXIMATE % OF TOTAL DECK AREA =

DENOTES THE LIMITS OF REMOVAL BY HYDRO-DEMOLITION, REPLACE WITH PARTIAL DEPTH PATCH.

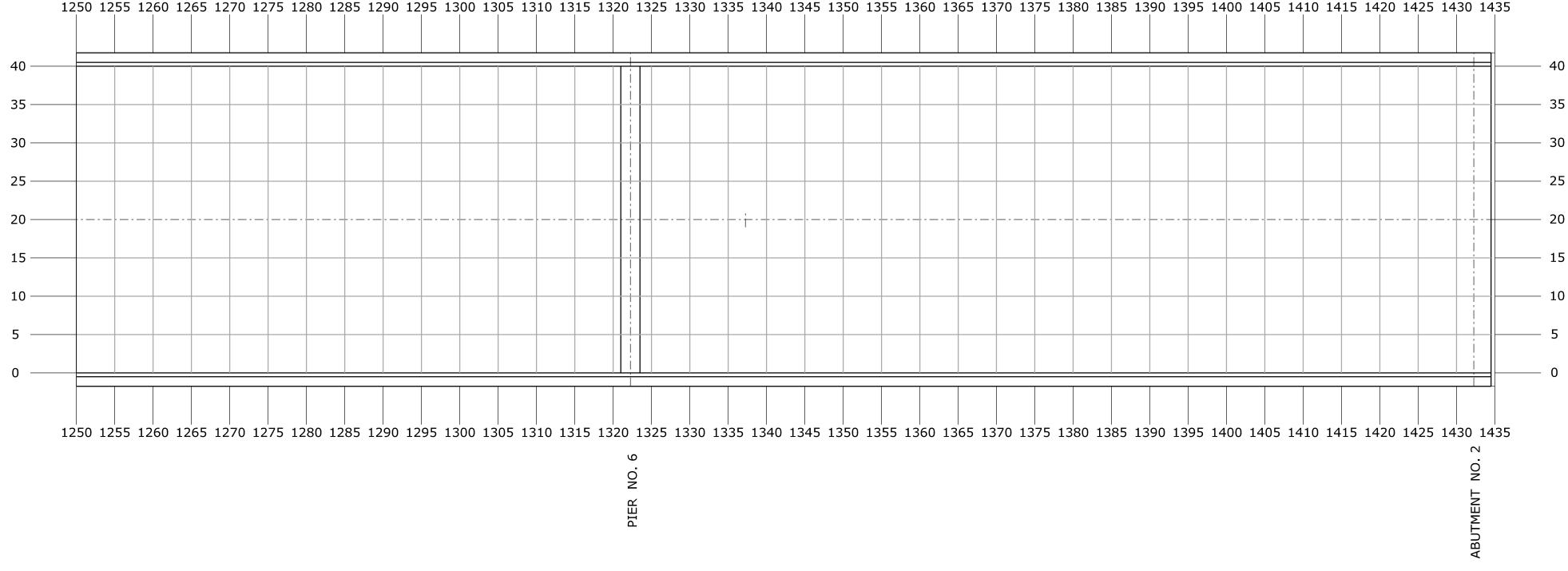
DENOTES THE LIMITS OF REMOVAL BY PNEUMATIC HAMMER, REPLACE WITH PARTIAL-DEPTH PATCH.

DENOTES THE LIMITS OF REMOVAL OF HYDRO-DEMOLITION, REPLACE WITH FULL DEPTH PATCH.

DENOTES THE LIMITS OF REMOVAL BY PNUEMATIC HAMMER, REPLACE WITH FULL DEPTH PATCH.

THE ENGINEER SHALL **INDICATE THE FOLLOWING:**

- 1. THE BEGINNING AND COMPLETION DATES OF REPAIRS.
- 2. THE LIMITS OF EXISTING AND FINISHED PATCHED DECK AREAS ON THE PLAN USING THE PATTERN SHOWN IN THE DECK PATCHING LEGEND. (SEE EXAMPLE PLAN)
- 3. THE APPROXIMATE PERCENTAGE OF TOTAL DECK AREA REPAIRED WITH PARTIAL AND FULL DEPTH PATCHES.
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- 6. THE BRAND OF PATCHING MATERIAL USED AT EACH LOCATION ON THE DECK (DURACAL, CLASS "F" CONCRETE, ETC.) AS SHOWN IN THE EXAMPLE PLAN.



PARTIAL PLAN

SCALE: 1'' = 10'

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SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

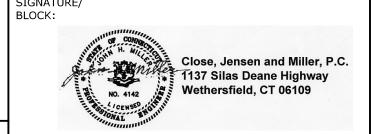
REV. DATE

B.A./M.G. J.H.M. II

SCALE AS NOTED

STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION**

Filename: ...\SB_MSH_1_Br03426_172_417_S_30_GRID-6.dgn

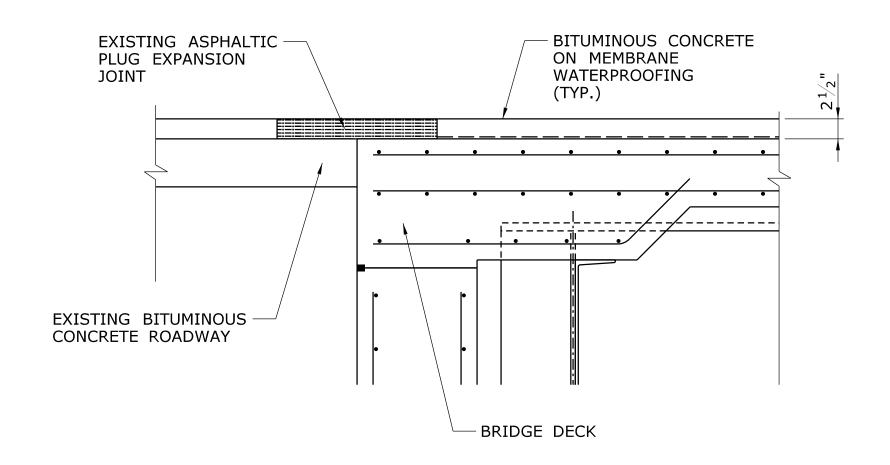


SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

MONTVILLE PRESTON

172-417 **S-30**

DECK PATCHING GRID BRIDGE NO. 03426

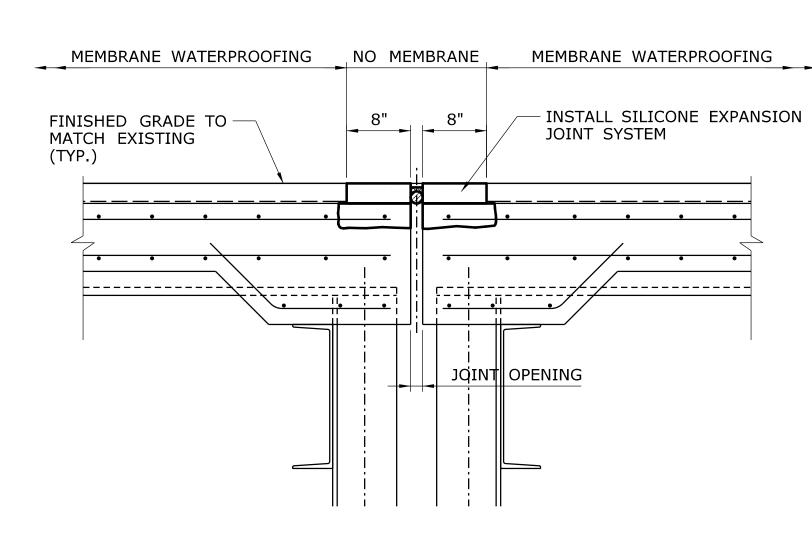


REMOVE EXISTING ASPHALTIC PLUG EXPANSION JOINT BRIDGE DECK EXISTING 1" X 1" JOINT SEAL

EXISTING STRIP SEAL WITH — BITUMINOUS CONCRETE CONCRETE HEADERS ON MEMBRANE WATERPROOFING $\frac{3}{4}$ " SAWCUT (TYP.) -(TYP.) LIMITS OF CONCRETE REMOVAL ·--/--/------— BRIDGE DECK BRIDGE DECK - EXISTING REINFORCEMENT TO REMAIN (TYP.) **NOTES:** LIMITS OF CONCRETE ALL DIMENSION THAT REFER TO EXISTING REMOVAL CONSTRUCTION SHALL BE VERIFIED AT THE SITE BY THE CONTRACTOR.

CONCRETE REMOVAL AND RECONSTRUCTION
WORK SHALL BE PAID FOR UNDER THE ITEM
"SILICONE EXPANSION JOINT SYSTEM".

EXISTING



NOTE:

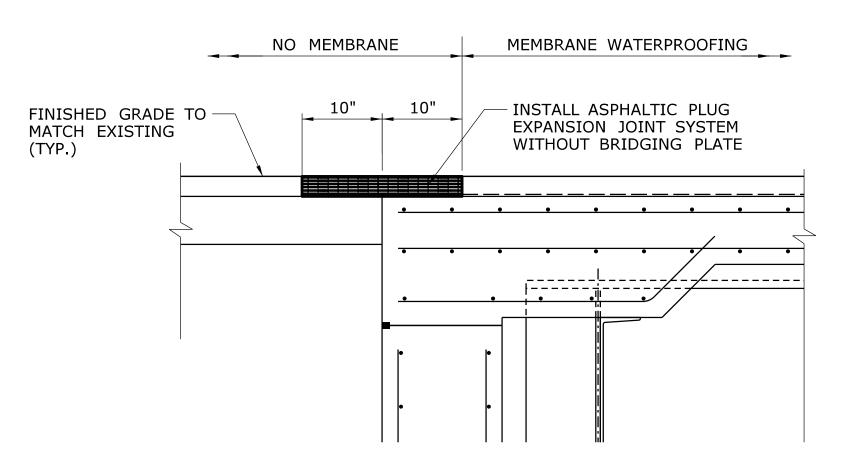
THE DESIGN THERMAL MOVEMENT AT FIXED PIN AND HANGER LOCATIONS IS 0".

PROPOSED

JOINT REPLACEMENT AT FIXED
PIN AND HANGER LOCATIONS



EXISTING



NOTE:

THE DESIGN THERMAL MOVEMENT AT ABUTMENT NOS. 1 & 2 IS 0".

REVISION DESCRIPTION

PROPOSED

JOINT REPLACEMENT AT ABUTMENTS

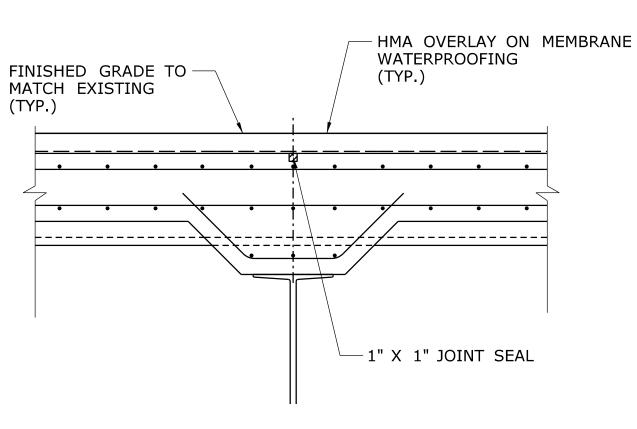
SHEET NO. Plotted Date: 11/18/2013



NOTES:

REV. DATE

- 1. FOR ADDITIONAL ASPHALTIC PLUG EXPANSION JOINT NOTES AND SEQUENCE OF WORK, SEE DRAWING NO. S-33.
- 2. FOR ADDITIONAL SILICONE EXPANSION JOINT NOTES AND SEQUENCE OF WORK, SEE DRAWING NO. S-34.



EXISTING

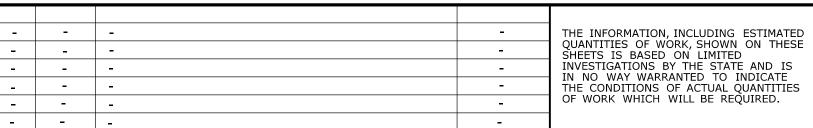
NOTE:

REPLACE MISSING OR DETERIORATED 1" X 1" JOINT SEAL. THIS WORK SHALL BE PAID FOR UNDER THE ITEM "CLEAN AND RESEAL EXISTING FILLED BRIDGE JOINTS".

PROPOSED

JOINT AT PIER NOS. 2, 3, 4 AND 5





DESIGNER/DRAFTER:

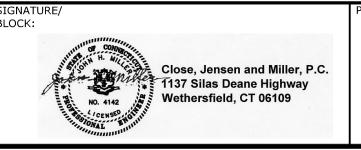
B.A./M.G.
CHECKED BY:

J.H.M. II

SCALE: 1" = 1'-0"

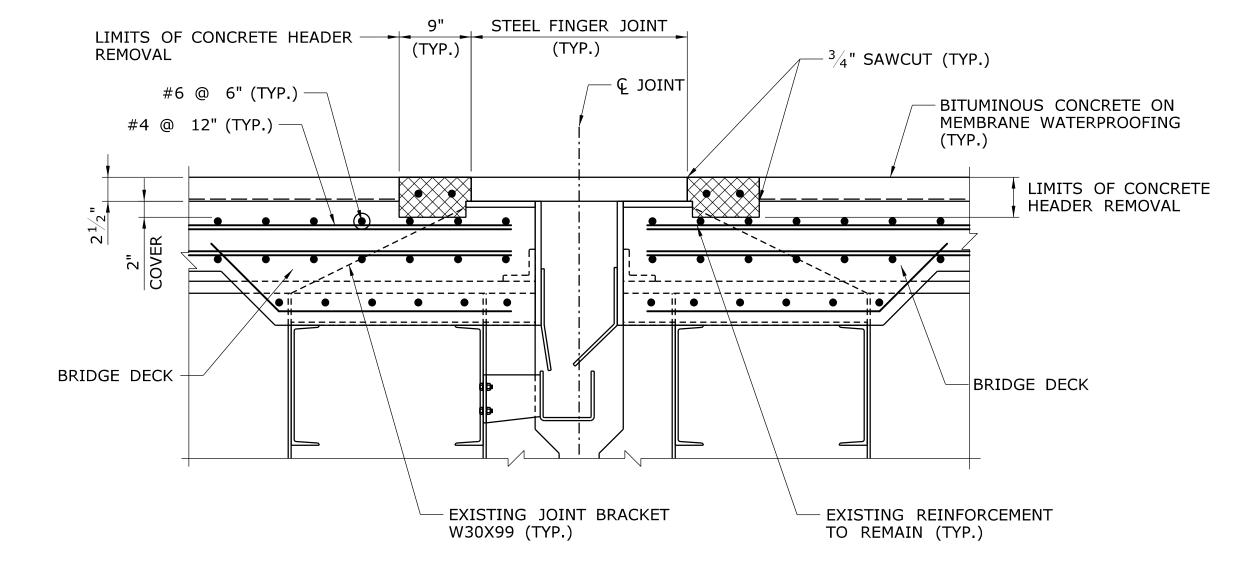


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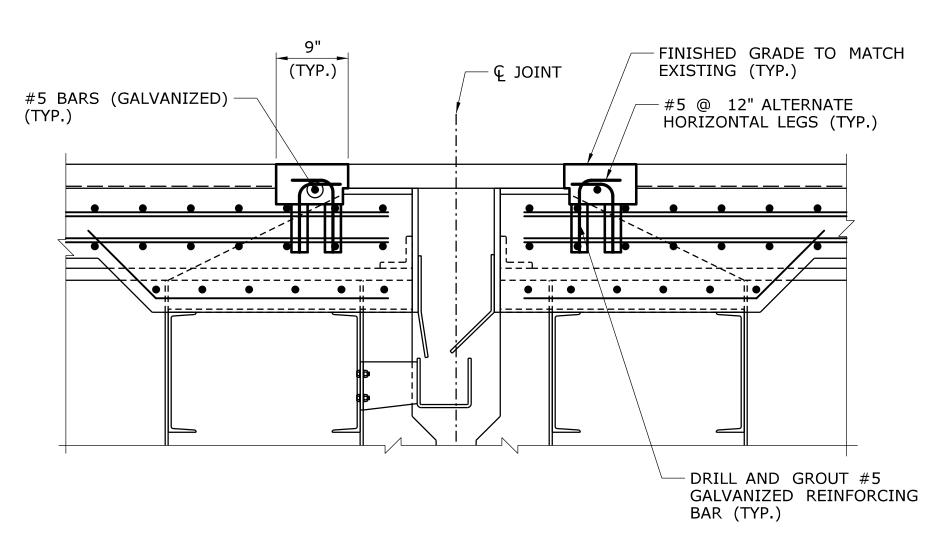


SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

MONTVILLE PRESTON	PROJECT NO. 172-4 DRAWING NO. S-3
JOINT DETAILS-1 BRIDGE NO. 03426	SHEET NO. 05.03



EXISTING



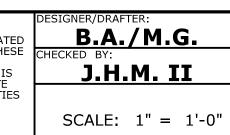
PROPOSED

AT PIER NOS. 1 AND 6 AND

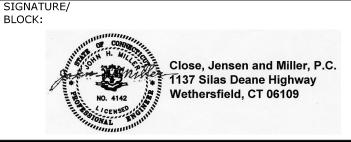
EXPANSION PIN AND HANGER IN SPAN 3 AND SPAN 5



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-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED	
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED	С
-	-	-	=	INVESTIGATIONS BY THE STATE AND IS	
-	-	-	-	IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES	Г
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.	ĺ
-	-	-	-		İ
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/18/2013	







SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

OWN:		MONTVILLE PRESTON
DRAWING	TITLE:	

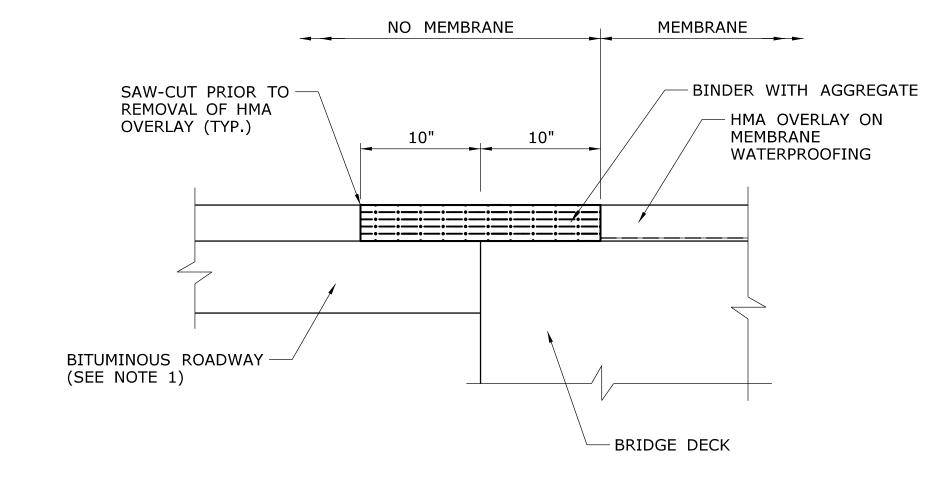
172-417 S-32

BRIDGE NO. 03426

JOINT DETAILS-2 05.032

RECONSTRUCT CONCRETE HEADER NOTES:

- 1. ALL DIMENSION THAT REFER TO EXISTING CONSTRUCTION SHALL BE VERIFIED AT THE SITE BY THE CONTRACTOR.
- 2. THE CONTRACTOR SHOULD USE EXTREME CARE NOT TO DAMAGE ANY EXISTING JOINT SUPPORT ELEMENTS.
- 3. ALL EXPOSED JOINT SUPPORTS AND REINFORCING (IF ANY) SHALL BE THOROUGHLY CLEANED PRIOR TO PLACEMENT OF NEW CONCRETE.
- SAW-CUT AT CONCRETE HEADERS, CONCRETE HEADERS AND STEEL REINFORCEMENT WITHIN THE HEADER BLOCKOUT, AND RECONSTRUCTION WORK, INCLUDING DRILLING AND GROUTING #5 GALVANIZED REINFORCING BARS SHALL BE PAID FOR UNDER THE ITEM "RECONSTRUCT CONCRETE HEADERS".
- 5. DEPTH AND DIAMETER OF THE DRILL HOLE FOR THE CHEMICAL ANCHORAGE TO BE AS REQUIRED BY THE CHEMICAL ADHESIVE MANUFACTURER TO DEVELOP FULL STRENGTH OF THE BAR.
- 6. THE REMOVED CONCRETE HEADERS AREAS SHALL BE FILLED AND FINISHED WITH FAST SETTING CONCRETE AND MATCH EXISTING GRADES (SEE SPECIAL PROVISIONS).



WINGWALL PARAPET

BRIDGE PARAPET

CLOSED CELL BACKER ROD
RECESSED FROM FACE OF
PARAPET

1/2" THICK SILICONE JOINT
SEALANT RECESSED 1/2"
FROM FACE OF PARAPET

ASPHALTIC PLUG EXPANSION
JOINT SYSTEM

ASPHALTIC PLUG
EXPANSION JOINT
SYSTEM

SECTION

SCALE: $1\frac{1}{2}$ " = 1'-0"

NOTES:

- 1. THE EXISTING BRIDGE DECK ABUTS A BITUMINOUS APPROACH PAVEMENT OR A CONCRETE APPROACH PAVEMENT. INSTALL ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITHOUT BRIDGING PLATE (SEE SPECIAL PROVISION).
- 2. SAW-CUT OF BITUMINOUS PAVEMENT AND REMOVAL OF EXISTING JOINT MATERIAL INCLUDING BACKING PLATE SHALL BE INCLUDED FOR PAVEMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM" (SEE SPECIAL PROVISIONS).
- 3. PRIOR TO INSTALLING THE NEW BACKER ROD AND SILICONE SEALANT IN PARAPET, REMOVE EXISTING JOINT MATERIAL. CLEAN JOINT SIDES BY SANDBLASTING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK WILL BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- 4. SILICONE SEALANT AND BACKER ROD THROUGH THE PARAPET IS INCLUDED IN THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- 5. THE CLOSED CELL BACKER ROD SHALL BE PLACED A MINIMUM OF 2" FROM THE OUTSIDE FACE OF PARAPET AND RAISED MEDIAN.
- THE CLOSED CELL BACKER ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE JOINT OPENING.
- 7. AT THE GUTTERS, THE SILICONE SEALANT SHALL BE FLUSH WITH THE OUTSIDE FACE OF CONCRETE.
- 8. ASPHALTIC PLUG EXPANSION JOINT SYSTEMS MAY BE INSTALLED ONLY WITHIN THE TEMPERATURE RANGE SPECIFIED IN THE SPECIAL PROVISION "ASPHALTIC PLUG EXPANSION JOINT SYSTEM". REFERENCE THE RANGE OF THERMAL MOVEMENT FOR THE SELECTED JOINT PRODUCT IN THE TABLE FOR "ALLOWABLE BRIDGE SUPERSTRUCTURE SURFACE TEMPERATURE RANGE" IN THE SPECIAL PROVISION.

ELEVATION SECTION AT PARAPET

SCALE: 1'' = 1'-0''

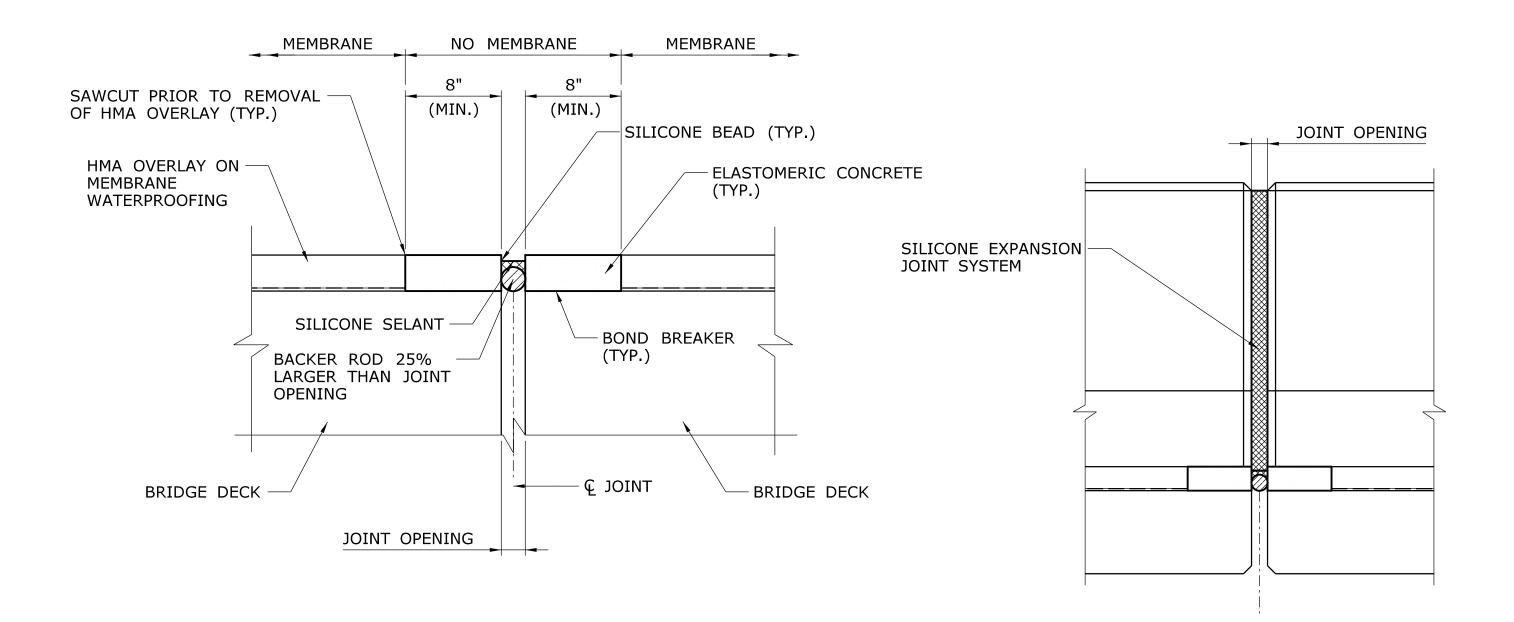
SEQUENCE OF WORK:

- 1. CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND LOCATION OF THE DECK END (CENTERLINE OF PROPOSED JOINT).
- 2. REMOVE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL INCLUDING LOCATING PIN AND BACKER ROD (IF ANY).
- 3. INSTALL MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC) TO THE TOP OF THE BRIDGE (LIMITS SHOWN).
- 4. PLACE HMA S0.250 1 INCH THICK (FIRST LIFT) AND HMA S0.5 $1^{1}\!/_{2}$ " INCH THICK (SECOND LIFT) ON THE BRIDGE. SECOND LIFT THICKNESS TO BE ADJUSTED TO MATCH EXISTING ELEVATION.
- 5. CUT PAVEMENT FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS.
- 6. INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM (WITHOUT BRIDGING PLATE).

ASPHALTIC PLUG EXPANSION JOINT SYSTEM

SCALE: 1'' = 1'-0''

B.A./M.G. STATE OF CONNECTICUT BLOCK: **MONTVILLE** 172-417 THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED SUBSTRUCTURE CONCRETE - - -**PRESTON** Close, Jensen and Miller, P. 1137 Silas Deane Highway J.H.M. II INVESTIGATIONS BY THE STATE AND IS - | - | -Close, Jensen and Miller, P.C. **REPAIRS IN DISTRICT 2 S-33** IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. _ | - | -**DEPARTMENT OF TRANSPORTATION** Wethersfield, CT 06109 **JOINT DETAILS-3** - | - | -- - -05.033 SCALE AS NOTED **BRIDGE NO. 03426** REVISION DESCRIPTION REV. DATE SHEET NO. Plotted Date: 11/18/2013 Filename: ...\SB_MSH_1_Br03426_172_417_S_33_JOINT_DET-3.dgn



CLOSED CELL BACKER ROD
RECESSED FROM FACE OF
PARAPET

1/2" THICK SILICONE JOINT
SEALANT RECESSED 1/2"
FROM FACE OF PARAPET

SILICONE EXPANSION
JOINT SYSTEM

<u>SECTION</u> <u>ELEVATION</u>

SCALE: 1'' = 1'-0''

NOTES:

1. SAW-CUT OF BITUMINOUS PAVEMENT AND REMOVAL OF EXISTING JOINT COMPONENTS SHALL BE INCLUDED FOR PAVEMENT UNDER THE ITEM "SILICONE EXPANSION JOINT SYSTEM" (SEE SPECIAL PROVISIONS).

SCALE: $1\frac{1}{2}$ " = 1'-0"

- 2. THE CONCRETE SHALL BE CHIPPED OUT TO A SOUND SURFACE WITHIN THE LIMITS AS DESCRIBED ON THE PLANS. EXTREME CARE SHALL BE TAKEN WHERE REINFORCING STEEL IS UNCOVERED NOT TO DAMAGE THE STEEL OR ITS BOND IN THE SURROUNDING CONCRETE.
- 3. ALL EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED AND REUSED.
 THE EXISTING REINFORCING SHALL BE REPLACED WHEN:
 EXISTING REBAR HAS LOST 25% OR MORE OF THE ORIGINAL CROSS SECTIONAL AREA.
 EXISTING REBAR IS BROKEN.
 AS ORDERED BY THE ENGINEER.
- 4. THE REMOVED AREAS SHALL BE FILLED AND FINISHED WITH FAST SETTING CONCRETE AND MATCH EXISTING GRADES.
- 5. THE CLOSED CELL BACKER ROD SHALL BE PLACED A MINIMUM OF 2" FROM THE OUTSIDE FACE OF PARAPET.
- 6. THE CLOSED CELL BACKER ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.
- 7. PRIOR TO INSTALLING THE NEW BACKER ROD AND SILICONE SEALANT IN PARAPET, REMOVE EXISTING JOINT MATERIAL. CLEAN JOINT SIDES BY SANDBLASTING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK WILL BE PAID FOR UNDER THE ITEM "SILICONE EXPANSION JOINT SYSTEM".

SHEET NO. Plotted Date: 11/18/2013

- 8. AT THE GUTTERS, THE SILICONE SEALANT SHALL BE FLUSH WITH THE OUTSIDE FACE OF CONCRETE.
- 9. SILICONE SEALANT AND BACKER ROD THROUGH THE PARAPET IS INCLUDED IN THE ITEM "SILICONE EXPANSION JOINT SYSTEM".
- 10. THE SILICONE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS BETWEEN 50° F AND 80° F.

SECTION AT PARAPET

SCALE: 1" = 1'-0"

SEQUENCE OF WORK:

- 1. CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND LOCATION OF THE DECK END (CENTERLINE OF PROPOSED JOINT).
- 2. REMOVE EXISTING STIP SEAL JOINT MATERIAL AND CONCRETE HEADERS TO 1" BELOW THE MAIN REINFORCEMENT.
- 3. INSTALL BOND BREAKER AT THE LOCATION OF THE PROPOSED ELASTOMERIC CONCRETE HEADER AND BACKER ROD BEFORE REPAVING.
- 4. INSTALL MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC) TO THE TOP OF THE BRIDGE (LIMITS SHOWN).
- 5. PLACE HMA S0.250 1 INCH THICK (FIRST LIFT) AND HMA S0.5 $1^{1}\!\!/_{2}$ " INCH THICK (SECOND LIFT) ON THE BRIDGE. SECOND LIFT THICKNESS TO BE ADJUSTED TO MATCH EXISTING ELEVATION.
- 6. CUT PAVEMENT FULL DEPTH, 8" EACH SIDE OF CENTER OF JOINT, AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS AND THEN REMOVE THE BOND BREAKER.
- 7. CONSTRUCT THE PROPOSED ELASTOMERIC HEADER.
 - INSTALL THE SILICONE SEALANT. FOLLOW MANUFACTURER'S SPECIFICATIONS FOR SILICONE BEAD THICKNESS AND RECESS BELOW TOP OF HEADER.

SILICONE EXPANSION JOINT SYSTEM

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

REVISION DESCRIPTION

REV. DATE

DESIGNER/DRAFTER:

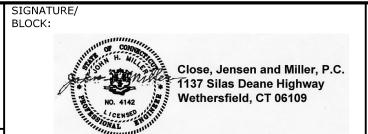
B.A./M.G.

CHECKED BY:

J.H.M. II

SCALE AS NOTED





SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

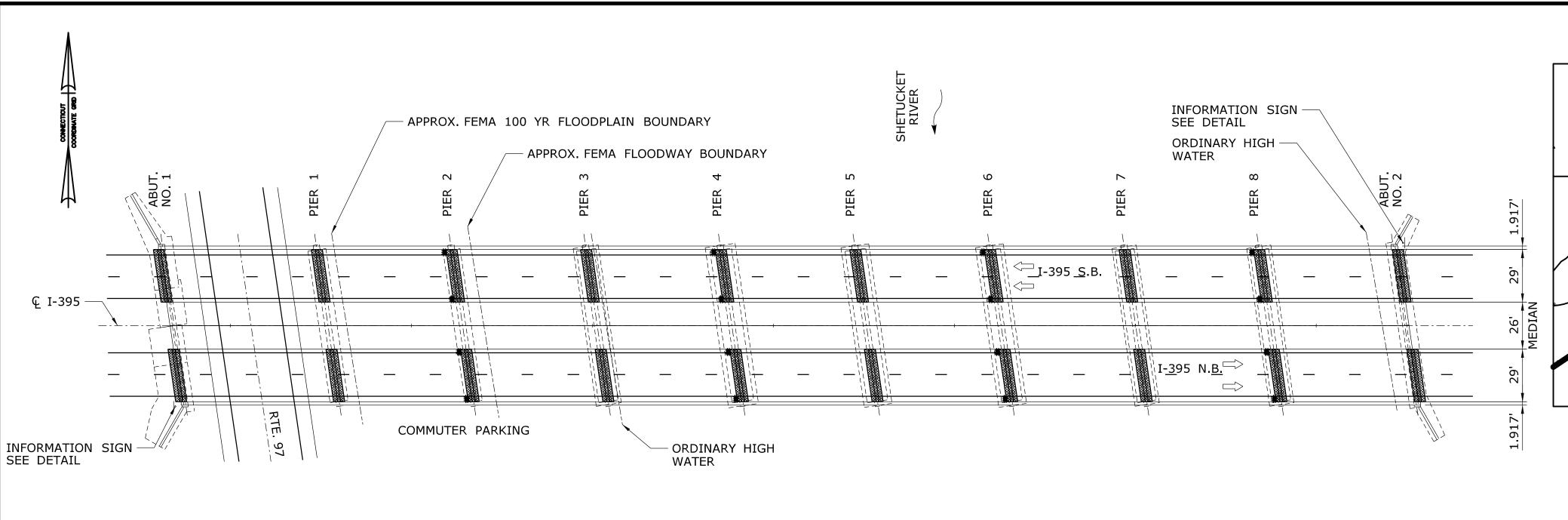
MONTVILLE PRESTON

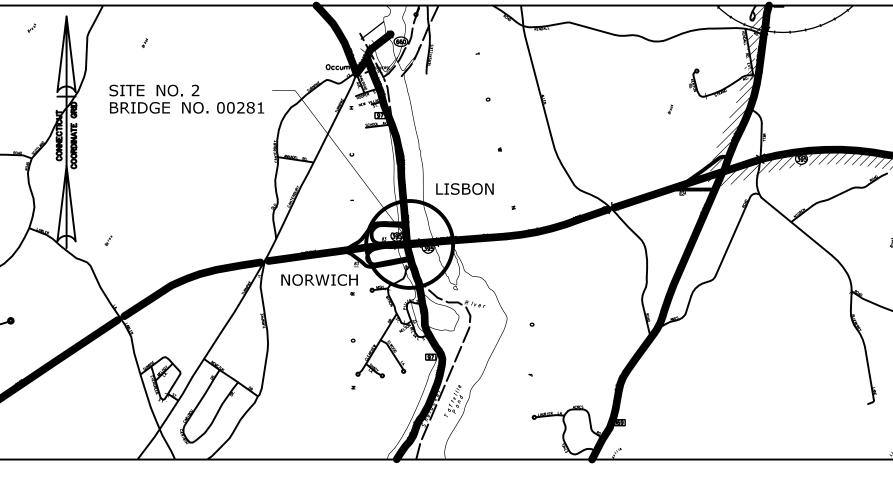
172-417
DRAWING NO.
— S-34

JOINT DETAILS-4 BRIDGE NO. 03426

1 SHEET NO. 05.034

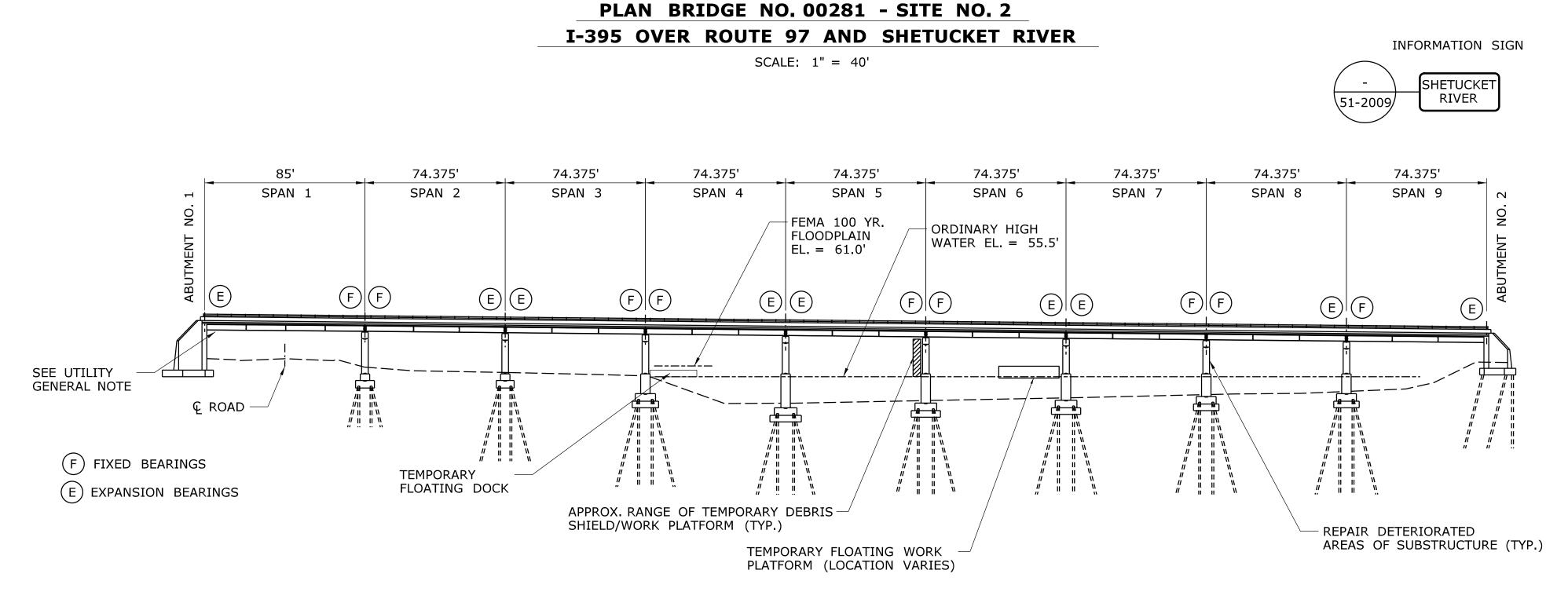
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LOCATION PLAN

SCALE: 1" = 1000'



ELEVATION

SCALE: 1'' = 40'

GENERAL NOTES:

TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIAL PROVISIONS, "MAINTENANCE AND PROTECTION OF TRAFFIC" & "PROSECUTION AND PROGRESS" AND CONSTRUCTION STAGES SHOWN ON THE PLANS.

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS AND PROTECTION TO THE WORK AREAS BENEATH THE BRIDGE UTILIZING SCAFFOLDING, UNDER BRIDGE WORK PLATFORMS, SAFETY NETS, LADDERS AND UNDER BRIDGE INSPECTION EQUIPMENT AS REQUIRED. THIS WORK SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER EMPLOYED BY THE CONTRACTOR. THE DESIGN SHALL BE IN ACCORDANCE WITH THE AASHTO GUIDE SPECIFICATIONS FOR BRIDGE TEMPORARY WORKS TO SUIT THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTION. THERE WILL BE NO DIRECT PAYMENT ASSOCIATED WITH THIS WORK. THE COST OF SUCH SHALL BE CONSIDERED AS INCLUDED IN THE GENERAL COST OF THE WORK.

ALL WORK OVER OR NEAR WATER SHALL BE PERFORMED IN ACCORDANCE WITH OSHA REGULATIONS (SEE SPECIAL PROVISION "WATER TRANSPORTATION FOR RESCUE OPERATIONS").

PERMITS: ALL WORK SHALL BE DONE IN ACCORDANCE WITH PERMIT REQUIREMENTS CONTAINED ELSEWHERE IN THE CONTRACT DOCUMENTS.

PAVEMENT MARKINGS SUCH AS 4" WHITE, 4" YELLOW, 6" WHITE, 8" WHITE, AND SYMBOLS AND LEGENDS THAT MAY BE REMOVED AS A RESULT OF CONSTRUCTION SHALL BE REPLACED WITH SIMILAR EPOXY RESIN PAVEMENT MARKINGS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE GENERAL COST OF CONSTRUCTION.

UTILITIES: THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES LOCATED WITHIN THE VICINITY OF THE CONSTRUCTION SITE. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN WORKING NEAR UTILITIES SO AS TO NOT DISTURB THEM OR PLACE ANY LOAD OR EQUIPMENT ON THEM. OVERHEAD POWER LINES AT ABUTMENT NO. 1 ARE TO BE RELOCATED UNDERGROUND. THE AERIAL AT&T, FIBERTECH, AND COMCAST LINES AT ABUTMENT NO. 1 WILL BE TEMPORARILY PULLED TOWARDS THE ROAD TO ALLOW CLEARANCE FOR THE PROPOSED CONSTRUCTION. THESE LINES WILL BE RE-ESTABLISHED ON POLES IN THE POST CONSTRUCTION CONDITION.

SEE NTC - COMMUTER PARKING LOT FOR REQUIREMENTS REGARDING THE COORDINATION OF THE CONSTRUCTION WITH THE EXISTING COMMUTER PARKING LOT.

GENERAL DESCRIPTON OF WORK:

1. REPAIR DETERIORATED AREAS OF SUBSTRUCTURE.

NOTES:

- 1. FLOODWAY AND FLOODPLAIN TO THE EAST EXTENDS BEYOND LIMITS OF THIS PLAN.
- 2. VERTICAL DATUM BASED ON NGVD 29.
- 3. ALL REPAIRS SHALL BE ABOVE THE ORDINARY HIGH WATER ELEVATION.
- 4. FLOATING WORK PLATFORMS MAY BE UTILIZED AT VARIOUS LOCATIONS SHOWN TO PERFORM CONCRETE REPAIRS AT THE PIERS. FLOATING PLATFORM SIZES VARY AND ARE NOT DRAWN TO SCALE.
- 5. ALL TEMPORARY FACILITIES AND EQUIPMENT BELOW THE 100 YEAR FLOOD ELEVATION WILL BE SUBJECT TO REMOVAL IN THE EVENT OF A FLOOD WARNING. THIS REMOVAL SHALL BE PERFORMED UNDER AN APPROPRIATE EVACUATION PLAN TO BE APPROVED BY THE ENGINEER.

					DE:
-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED	
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED	СН
-	-	-	-	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE	
-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES	
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.	
-	-	-	_		
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/18/2013	

DESIGNER/DRAFTER:

B.A./M.G.

CHECKED BY:

J.H.M. II

SCALE AS NOTED

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



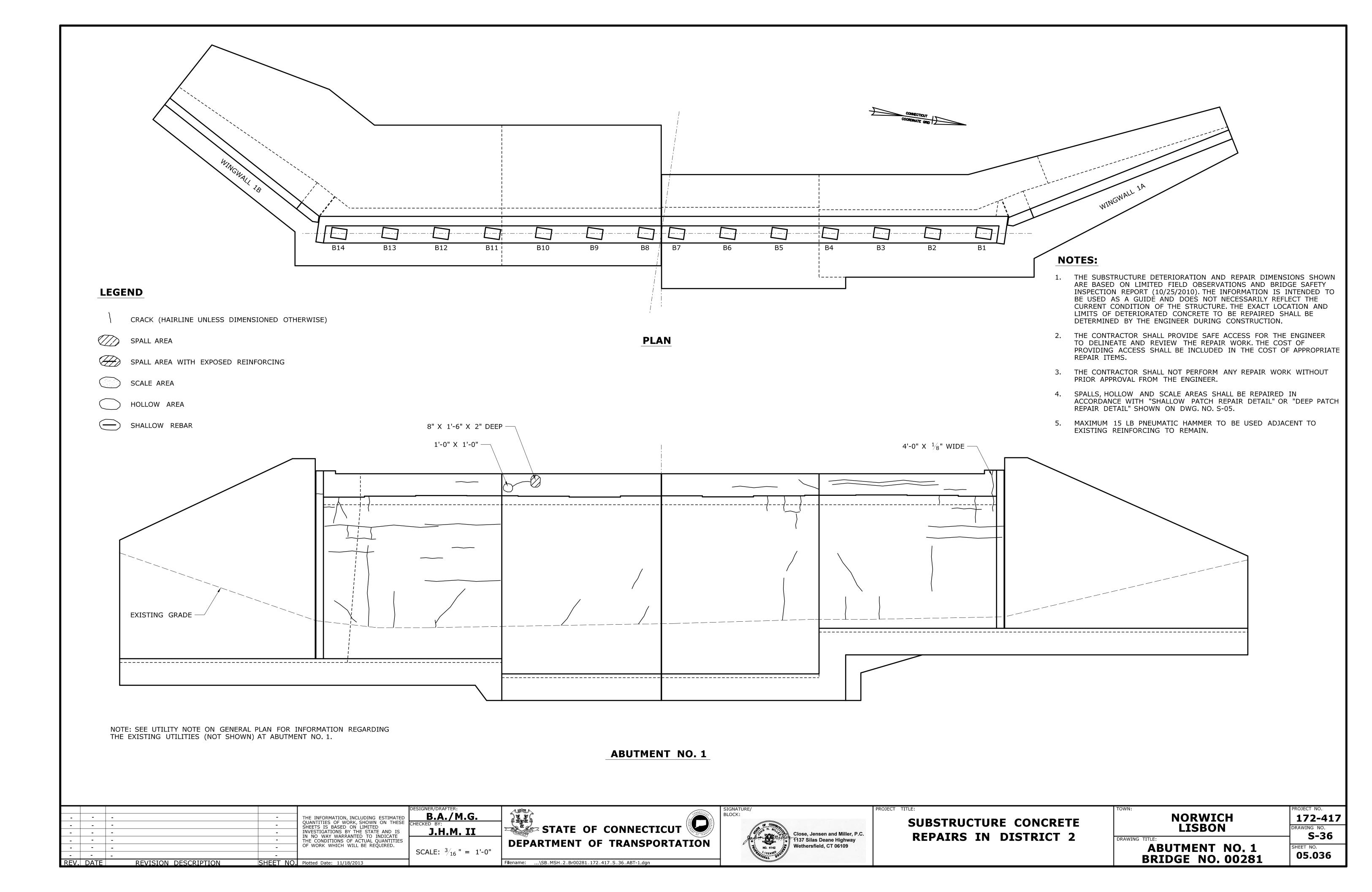
SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

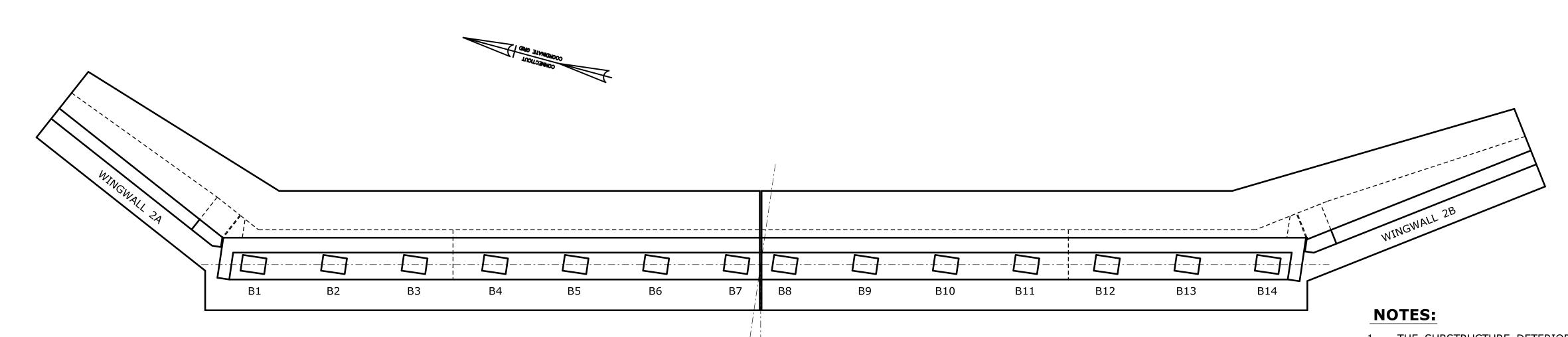
WN:		NORWICH LISBON
AWING	TITLE:	

172-417
DRAWING NO.
S-35
SHEET NO.
05.035

Filename: ...\SB_MSH_2_Br00281_172_417_S_35_GPN.dgn

GENERAL PLAN
BRIDGE NO. 00281





LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

SPALL AREA

SPALL AREA WITH EXPOSED REINFORCING

SCALE AREA

HOLLOW AREA

SHALLOW REBAR

PLAN

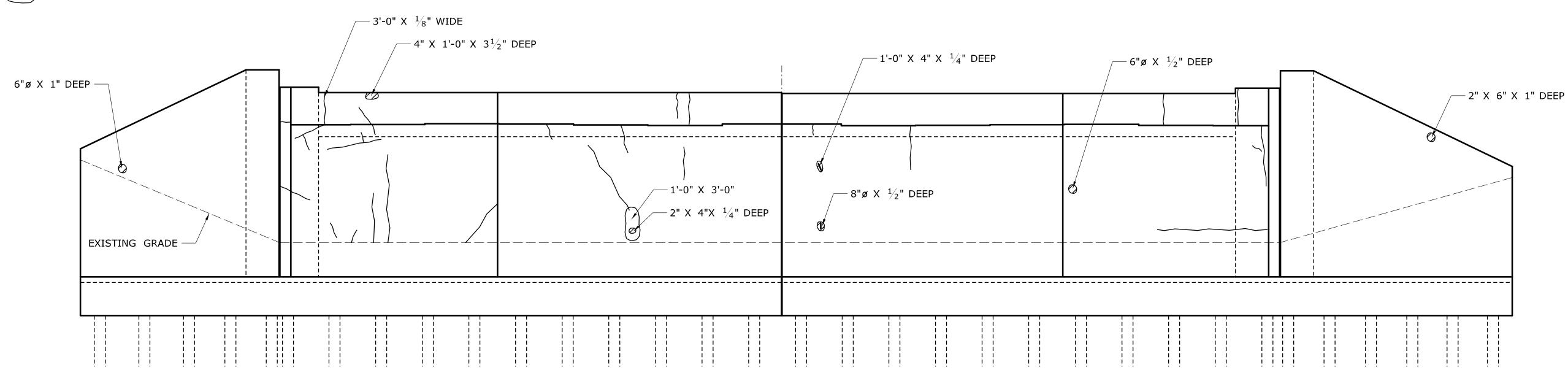
1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (10/25/2010). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.

3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

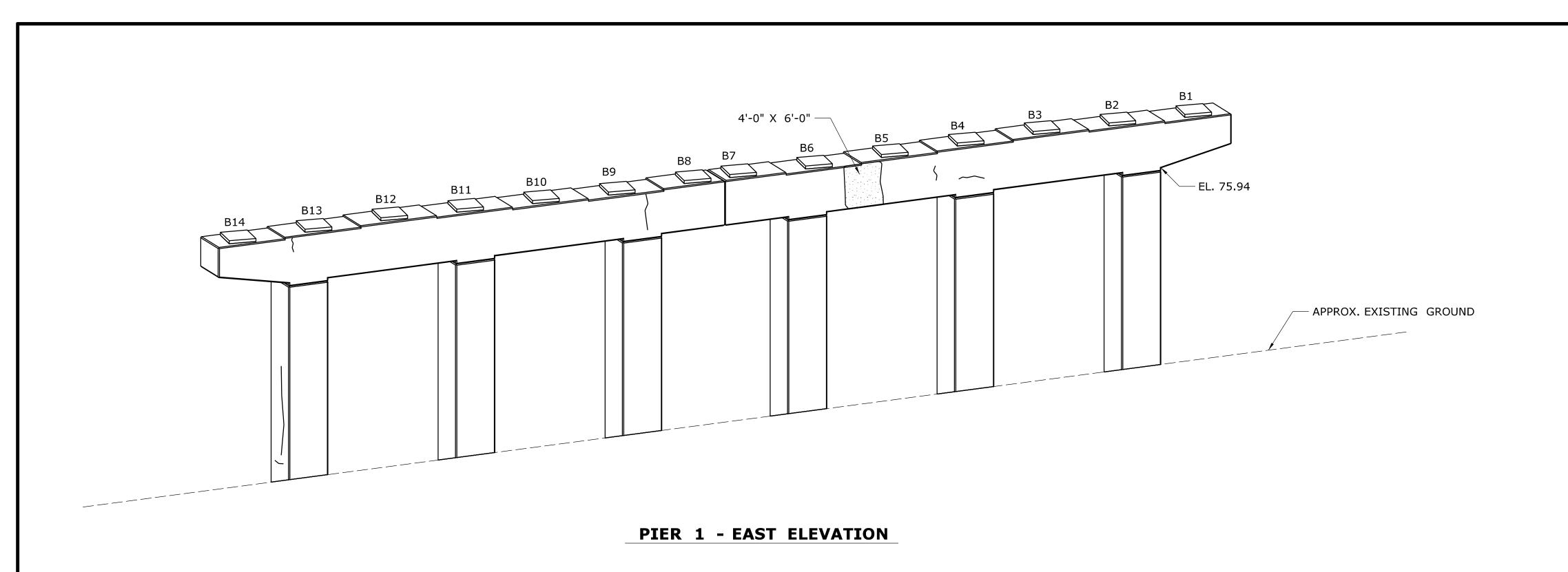
4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.

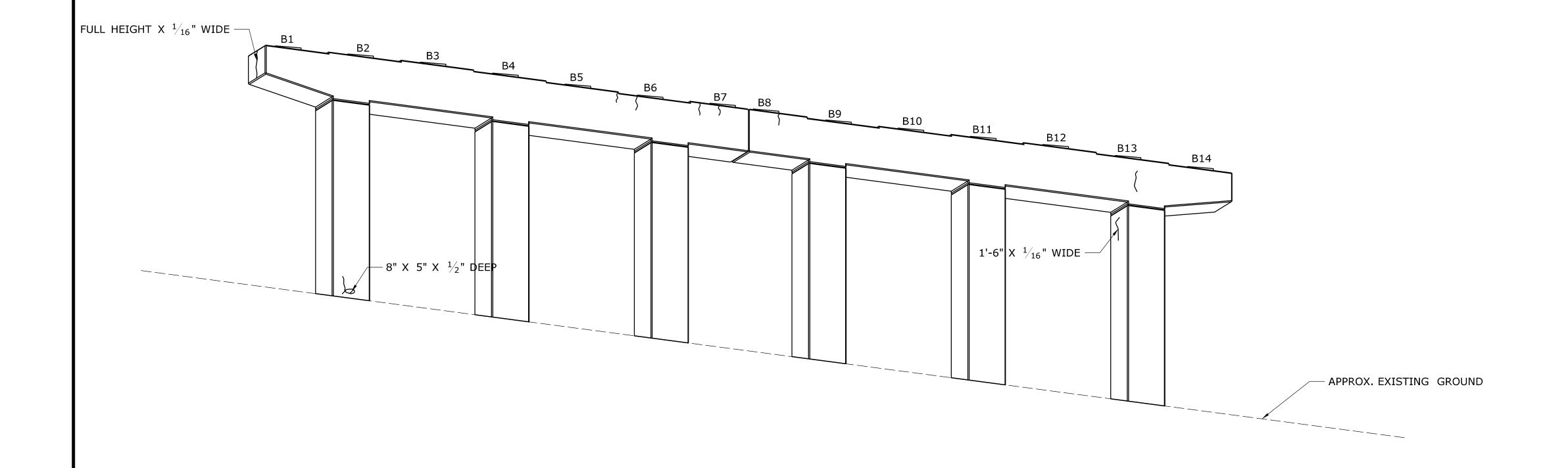
5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.



ABUTMENT NO. 2

		DESIGNER/DRAFTER: SIGN	NATURE/ PROJECT	CT TITLE:	TOWN:	PROJECT NO.
-	THE INFORMATION, INCLUDING ESTIMATED	B.A./M.G. BLOO	CK:	CURCERUCTURE CONCRETE	NORWICH	172-417
-	- - QUANTITIES OF WORK, SHOWN ON THESE IC	CHECKED BY:	COMPANIA CONTRACTOR	SUBSTRUCTURE CONCRETE	LISBON	DRAWING NO
-	INVESTIGATIONS BY THE STATE AND IS	J.H.M. II STATE OF CONNECTICUT	Close, Jensen and Miller, P.C.	DEDATES IN DISTRICT 2	LISBON	S-37
-	THE CONDITIONS OF ACTUAL QUANTITIES	DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	REPAIRS IN DISTRICT 2	DRAWING TITLE:	3-37
-	OF WORK WHICH WILL BE REQUIRED.		No. 4142 Wethersfield, CT 06109		ABUTMENT NO. 2	SHEET NO.
_		SCALE: $\frac{3}{16}$ " = 1'-0"	CENSED CONSTITUTION		BRIDGE NO. 00281	05.037
RFV	DATE REVISION DESCRIPTION SHEET NO Plotted Date: 11/18/2013	Filename:\SB_MSH_2_Br00281_172_417_S_37_ABT-2.dan	Thuman III.		DKIDGE MO' 00501	





PIER 1 - WEST ELEVATION

LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

SPALL AREA

SPALL AREA WITH EXPOSED REINFORCING

SCALE AREA

HOLLOW AREA

SHALLOW REBAR

NOTES:

- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (10/25/2010). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
- 2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.
- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.
- 5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. _ | - | -

SHEET NO. Plotted Date: 11/18/2013

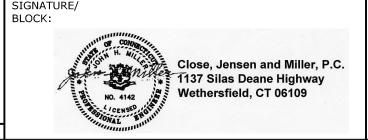
REVISION DESCRIPTION

REV. DATE

B.A./M.G. J.H.M. II SCALE: $\frac{3}{16}$ " = 1'-0"

STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION**

Filename: ...\SB_MSH_2_Br00281_172_417_S_38_PIER-1.dgn



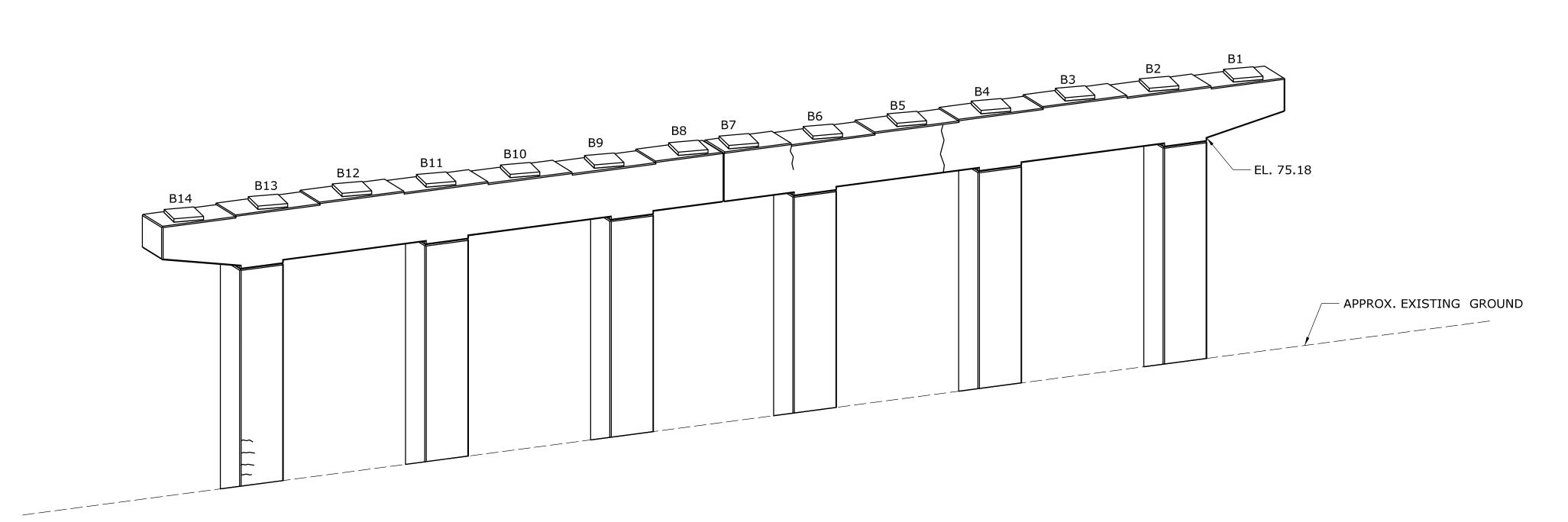
SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

NORWICH LISBON

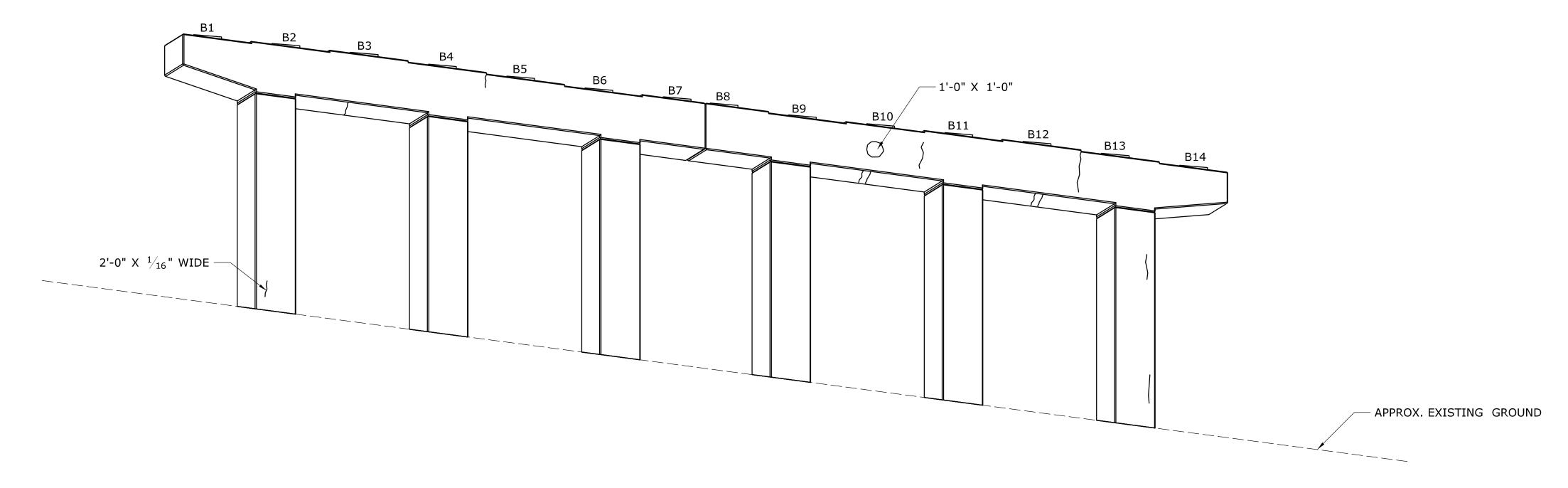
172-417 **S-38**

PIER NO. 1 **BRIDGE NO. 00281**

05.038

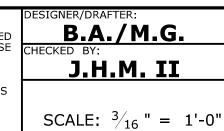


PIER 2 - EAST ELEVATION



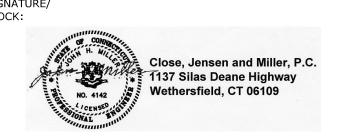
PIER 2 - WEST ELEVATION

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013





Filename: ...\SB_MSH_2_Br00281_172_417_S_39_PIER-2.dgn



SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

LEGEND

NOTES:

REPAIR ITEMS.

SPALL AREA

SCALE AREA

HOLLOW AREA

SHALLOW REBAR

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (10/25/2010), THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE

DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN

5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO

PRIOR APPROVAL FROM THE ENGINEER.

EXISTING REINFORCING TO REMAIN.

REPAIR DETAIL" SHOWN ON DWG. NO. S-05.

2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF

3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT

PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE

ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH

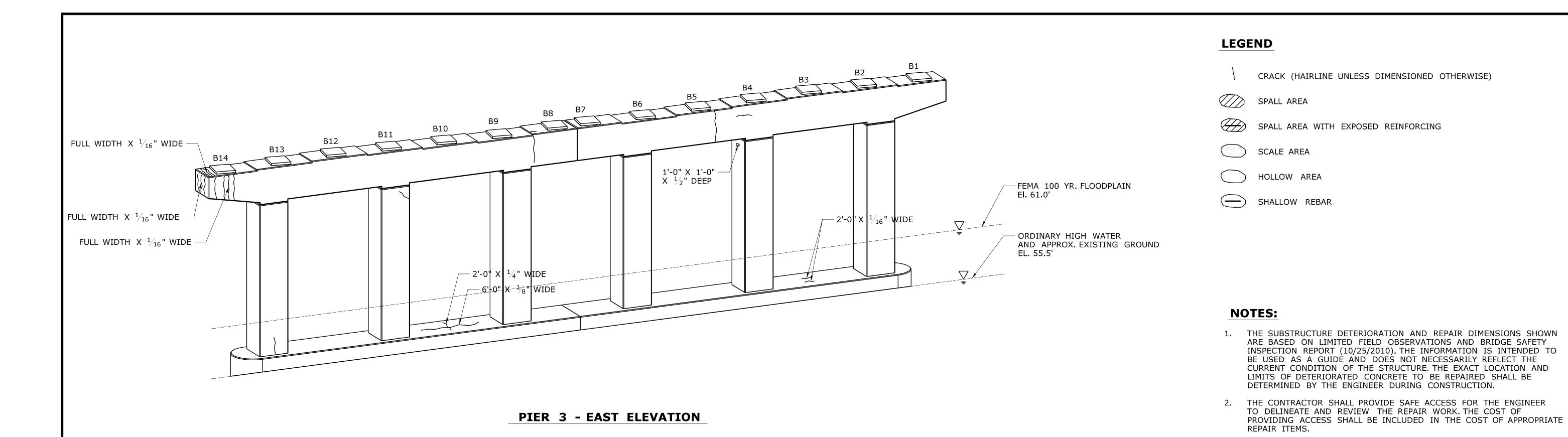
SPALL AREA WITH EXPOSED REINFORCING

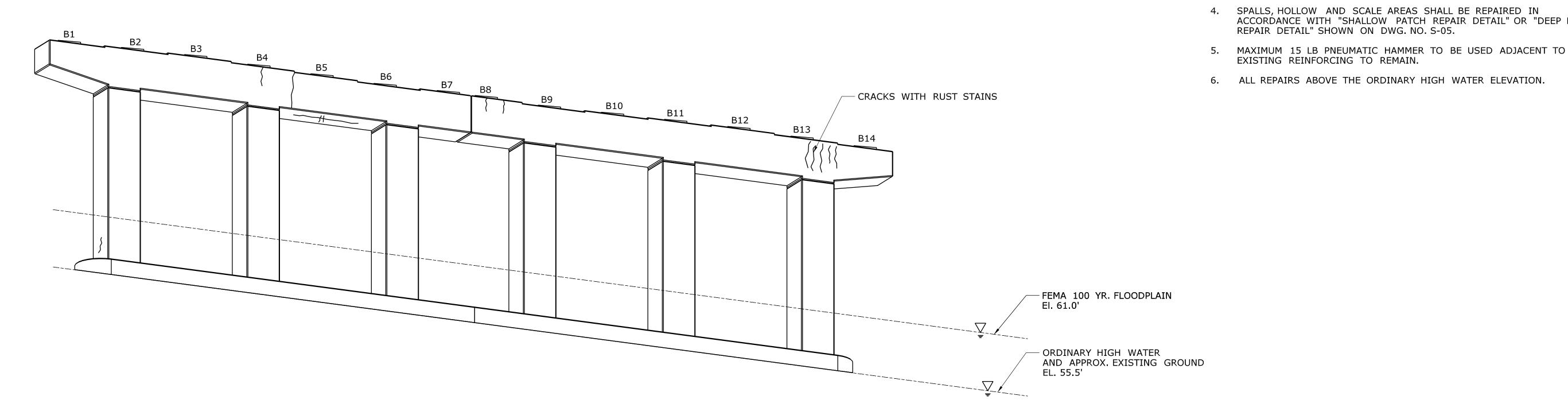
DWN:	NORWICH LISBON	
RAWING TITLE	:	

PIER NO. 2

172-417 S-39 05.039

BRIDGE NO. 00281

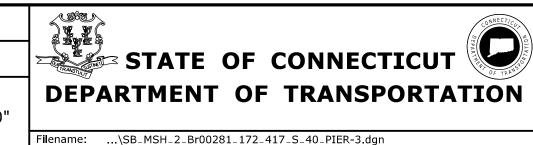


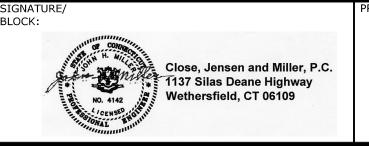


PIER 3 - WEST ELEVATION

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. - - -_ | - | -- | - | -REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013

B.A./M.G. J.H.M. II SCALE: $\frac{3}{16}$ " = 1'-0"





SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

NORWICH LISBON

SPALL AREA

SCALE AREA

HOLLOW AREA

SPALL AREA WITH EXPOSED REINFORCING

3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT

ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH

PRIOR APPROVAL FROM THE ENGINEER.

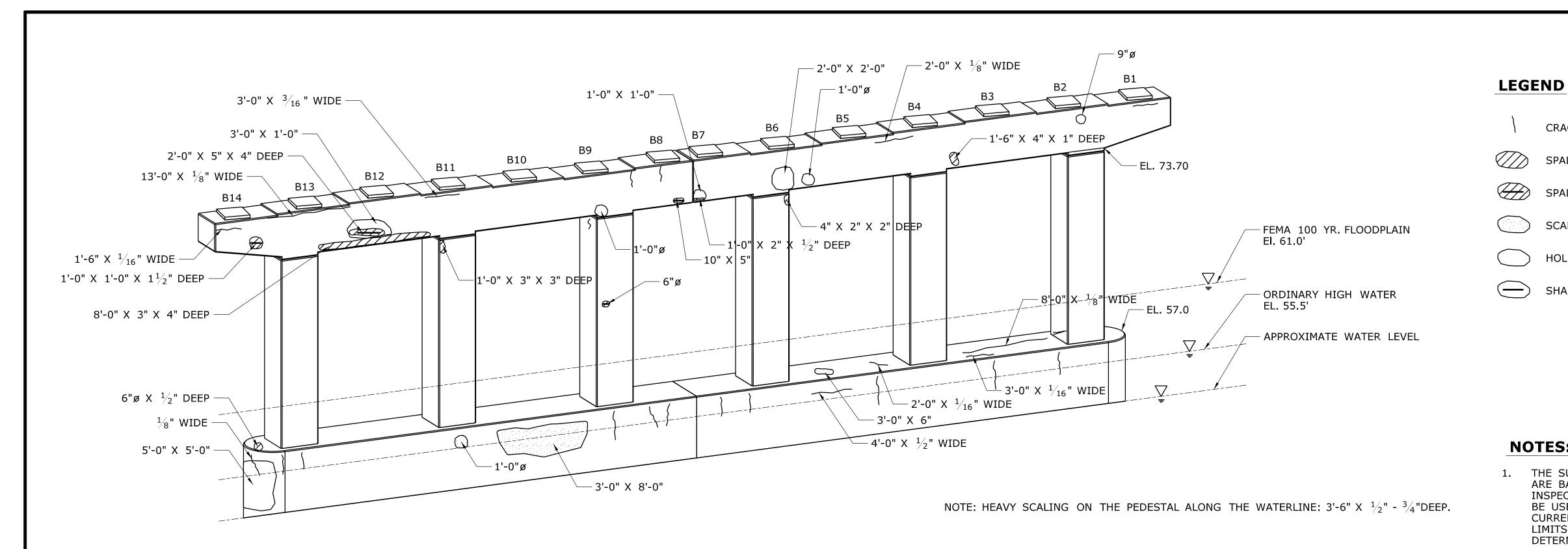
EXISTING REINFORCING TO REMAIN.

REPAIR DETAIL" SHOWN ON DWG. NO. S-05.

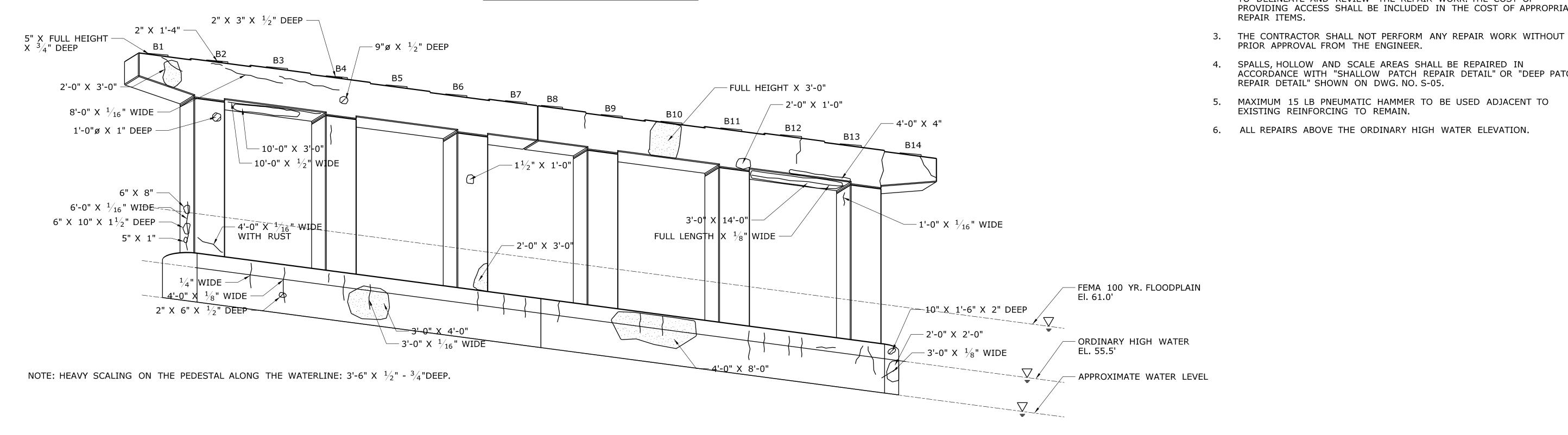
172-417 **S-40**

PIER NO. 3 **BRIDGE NO. 00281**

05.040



PIER 4 - EAST ELEVATION



PIER 4 - WEST ELEVATION

 THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARPANTED TO INDICATE	DESIGNER/DRAFTER: B.A./M.G. CHECKED BY: J.H.M. II	STATE OF CONNECTICUT	SIGNATURE/ BLOCK: Close, Jensen and Miller, P.C.	SUBSTRUCTURE CONCRETE PEDATES IN DISTRICT 2	NORWICH LISBON	PROJECT NO. 172-417 DRAWING NO. S-41
 THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. ON DESCRIPTION SHEET NO. Plotted Date: 11/18/2013	SCALE: $\frac{3}{16}$ " = 1'-0"	DEPARTMENT OF TRANSPORTATION Filename:\SB_MSH_2_Br00281_172_417_S_41_PIER-4.dgn	NO. 4142 Wethersfield, CT 06109	REPAIRS IN DISTRICT 2	PIER NO. 4 BRIDGE NO. 00281	SHEET NO. 05.041

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY

BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE

2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER

TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF

DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

PRIOR APPROVAL FROM THE ENGINEER.

EXISTING REINFORCING TO REMAIN.

REPAIR DETAIL" SHOWN ON DWG. NO. S-05.

INSPECTION REPORT (10/25/2010). THE INFORMATION IS INTENDED TO

PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE

ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH

SPALL AREA WITH EXPOSED REINFORCING

SPALL AREA

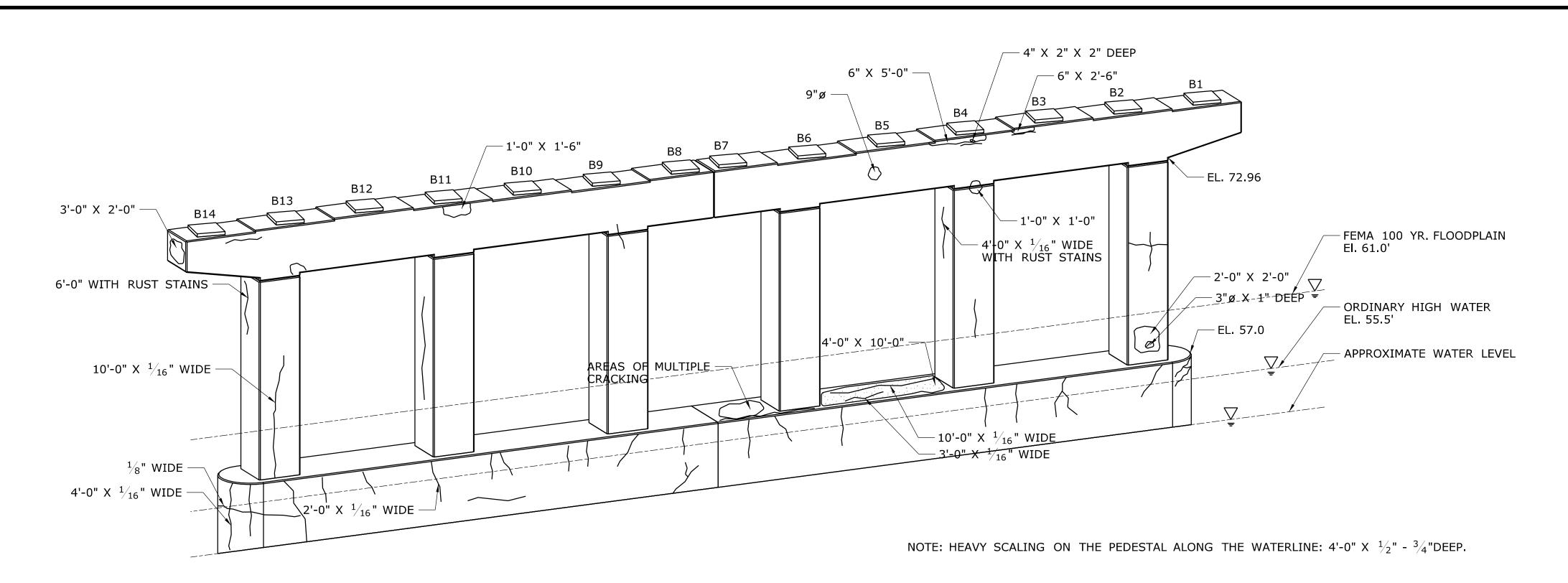
SCALE AREA

HOLLOW AREA

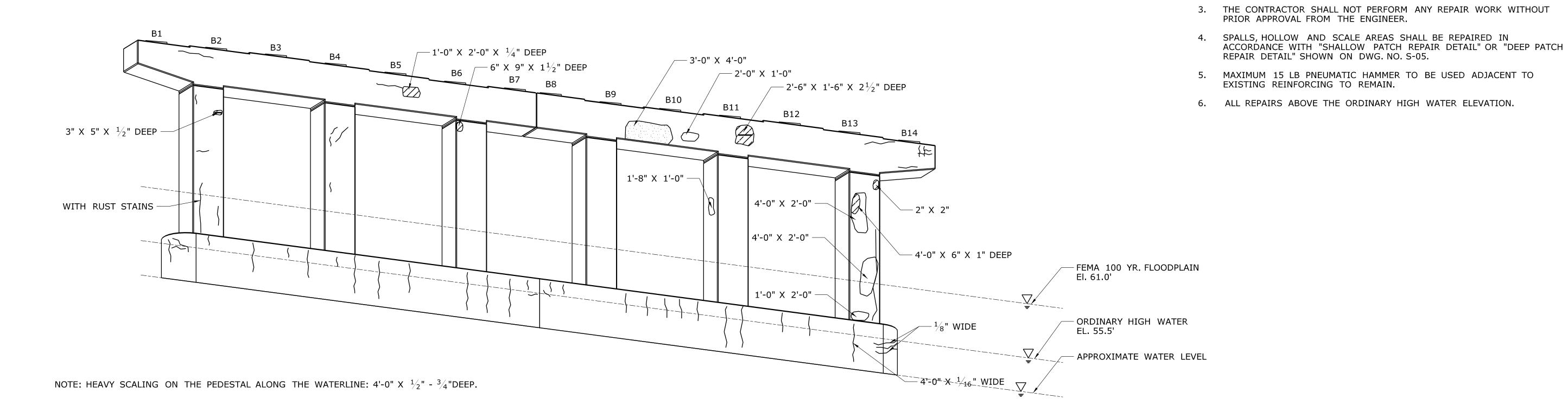
SHALLOW REBAR

NOTES:

REPAIR ITEMS.



PIER 5 - EAST ELEVATION



PIER 5 - WEST ELEVATION

		DESIGNER/DRAFTER:	ANECT.	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
	- THE INFORMATION, INCLUDING ESTIMATED	B.A./M.G.		BLOCK:	CURCIPILATURE CONCRETE	NORWICH	172-417
	QUANTITIES OF WORK, SHOWN ON THESE CI	HECKED BY:	STATE OF CONNECTICUT	COMMITTEE THE PARTY OF THE PART	SUBSTRUCTURE CONCRETE	LISBON	DRAWING NO.
	- INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE	J.H.M. II	STATE OF CONNECTICOT	Close, Jensen and Miller, P.C.	REPAIRS IN DISTRICT 2		— S-42
	- THE CONDITIONS OF ACTUAL QUANTITIES		DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	KLLWIKO III DIQIKICI Z	DRAWING TITLE:	5 42
	_ OF WORK WHICH WILL BE REQUIRED.	2/ " " "	DEPARTMENT OF TRANSPORTATION	No. 4142 Wethersfield, CT 06109		PIER NO. 5	SHEET NO.
	-	SCALE: $\frac{3}{16}$ " = 1'-0"		OENSE MALL		BRIDGE NO. 00281	05.042
REV. DATE	REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013		Filename:\SB_MSH_2_Br00281_172_417_S_42_PIER-5.dgn	"Manually"		DKIDGE NO. 00201	

LEGEND

NOTES:

REPAIR ITEMS.

SPALL AREA

SCALE AREA

HOLLOW AREA

SHALLOW REBAR

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY

INSPECTION REPORT (10/25/2010). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE

PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE

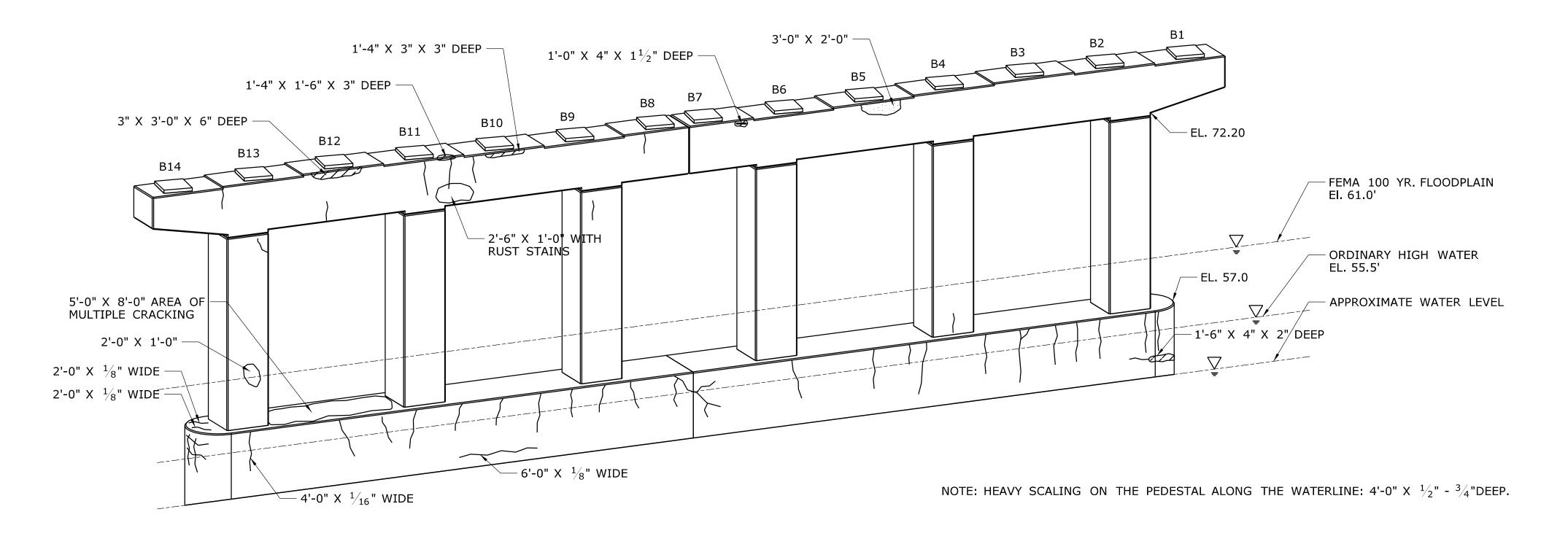
CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE

DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

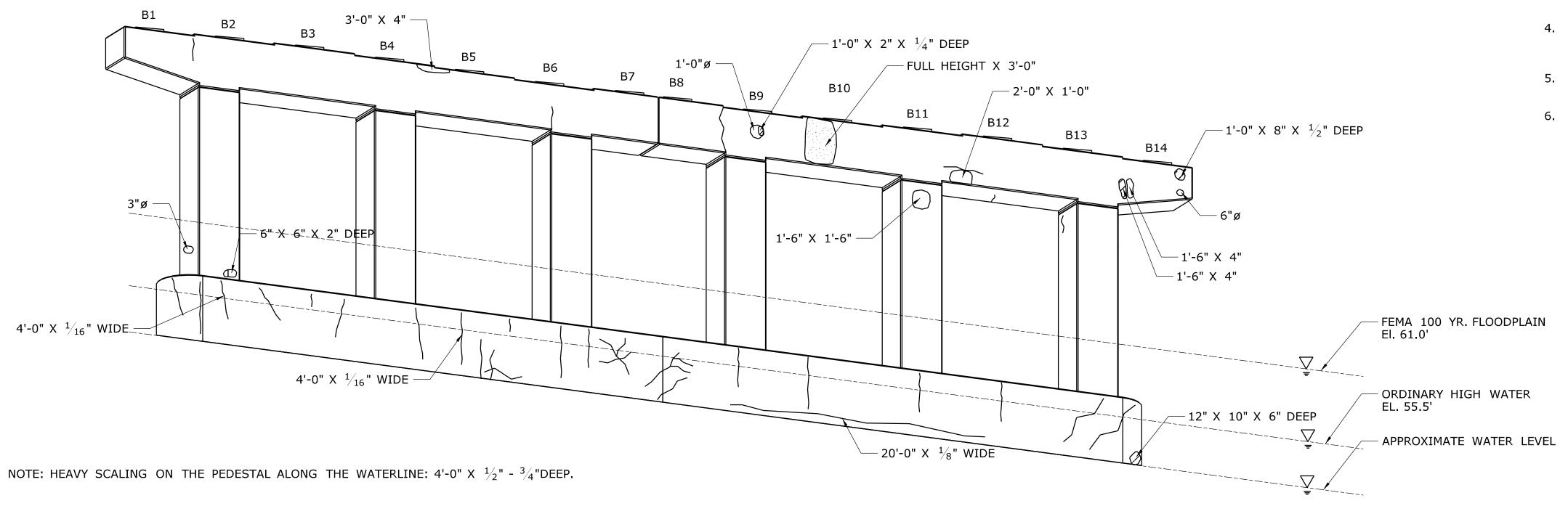
2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER

TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF

SPALL AREA WITH EXPOSED REINFORCING



PIER 6 - EAST ELEVATION



PIER 6 - WEST ELEVATION

			DESIGNER/DRAFTER:	A SANGE OF THE PROPERTY OF THE	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
		THE INFORMATION, INCLUDING ESTIMATED	B.A./M.G.		BLOCK:	SUBSTRUCTURE CONCRETE	NORWICH	172-417
		SHEETS IS BASED ON LIMITED	CHECKED BY:		COMPANIE STATE OF THE STATE OF	SUBSTRUCTURE CUNCRETE	LISBON	DRAWING NO.
		INVESTIGATIONS BY THE STATE AND IS	J.H.M. II	STATE OF CONNECTICUT	Close, Jensen and Miller, P.C.	REPAIRS IN DISTRICT 2	LISBON	S-43
	-	THE CONDITIONS OF ACTUAL QUANTITIES		DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	REPAIRS IN DISTRICT 2	DRAWING TITLE:	3-43
	-	OF WORK WHICH WILL BE REQUIRED.	2 /	DEPARTMENT OF TRANSPORTATION	No. 4142 Wethersfield, CT 06109		PIER NO. 6	SHEET NO.
			SCALE: $\frac{3}{16}$ " = 1'-0"		OENSE MALTIN		BRIDGE NO. 00281	05.043
REV. DATE	REVISION DESCRIPTION SHEET	NO. Plotted Date: 11/18/2013		Filename:\SB_MSH_2_Br00281_172_417_S_43_PIER-6.dgn	"annum"		BKIDGE NO. 00281	

LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

SPALL AREA

SPALL AREA WITH EXPOSED REINFORCING

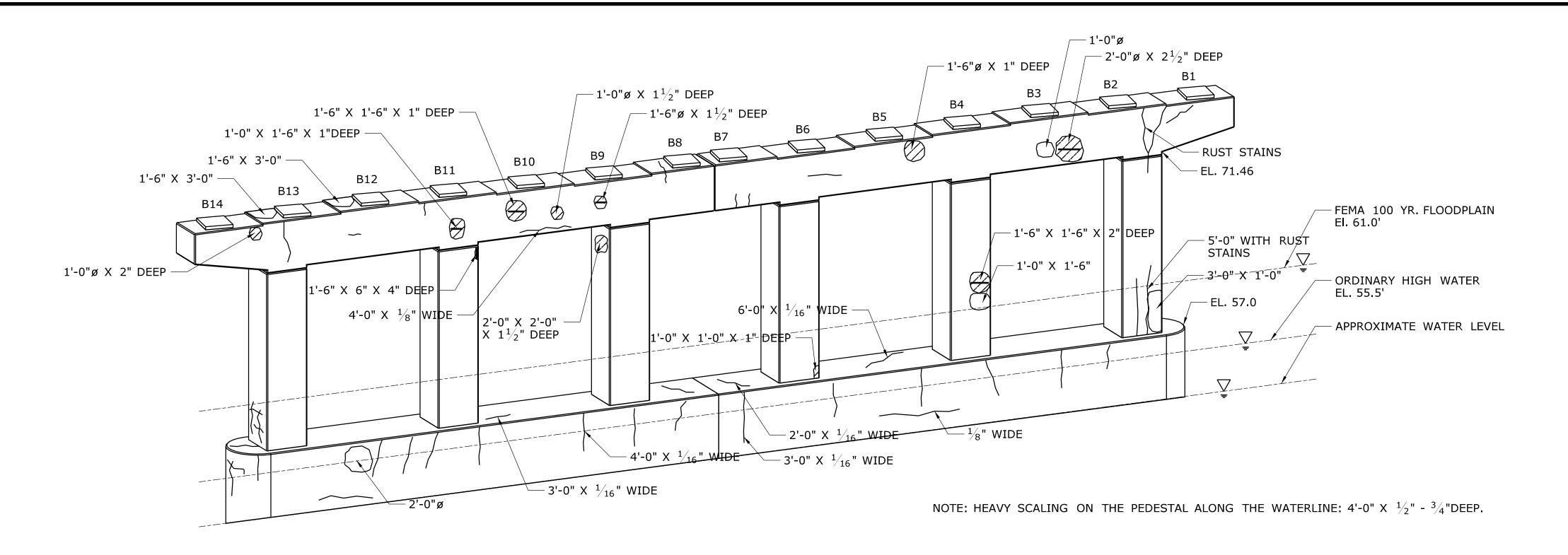
SCALE AREA

HOLLOW AREA

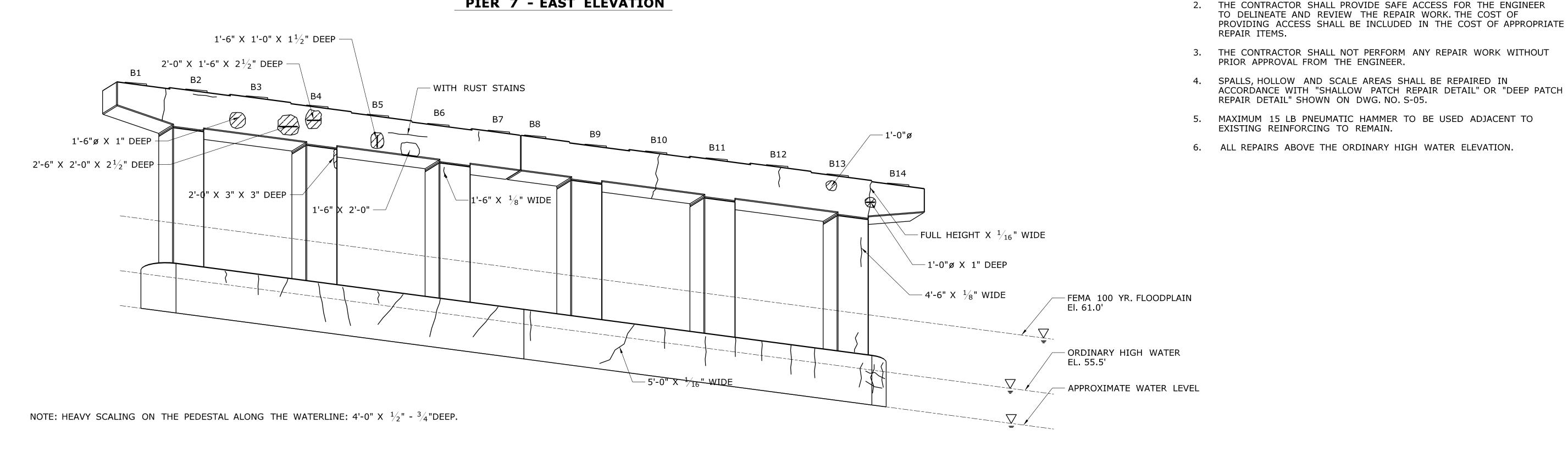
SHALLOW REBAR

NOTES:

- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (10/25/2010). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
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- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.
- 5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.
- 6. ALL REPAIRS ABOVE THE ORDINARY HIGH WATER ELEVATION.



PIER 7 - EAST ELEVATION



PIER 7 - WEST ELEVATION

			DESIGNED /DDAETED		L SIGNATURE/	I DROJECT TITLE:	LTOWN	I DDO IECT NO
_		- THE INFORMATION, INCLUDING ESTIMATED OUANTITIES OF WORK, SHOWN ON THESE	B.A./M.G.	CONNECTICITY OF SECONDARY OF SE	BLOCK:	SUBSTRUCTURE CONCRETE	NORWICH	172-417
-		SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE	J.H.M. II	STATE OF CONNECTICUT	Close, Jensen and Miller, P.C.	REPAIRS IN DISTRICT 2	LISBON	DRAWING NO. S-44
-		THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	$SCALE: \frac{3}{4}c" = 1'-0"$	DEPARTMENT OF TRANSPORTATION	No. 4142 Wethersfield, CT 06109	REI AIRS IN DISTRICT 2	PIER NO. 7	SHEET NO.
- REV	DATE REVISION DESCRIPTION	SHEET NO. Plotted Date: 11/18/2013	SCALE: $\frac{3}{16}$ " = 1'-0"	Filename:\SB_MSH_2_Br00281_172_417_S_44_PIER-7.dgn	THE OWNER WAS THE PARTY OF THE		BRIDGE NO. 00281	05.044

LEGEND

NOTES:

SPALL AREA

SCALE AREA

HOLLOW AREA

SHALLOW REBAR

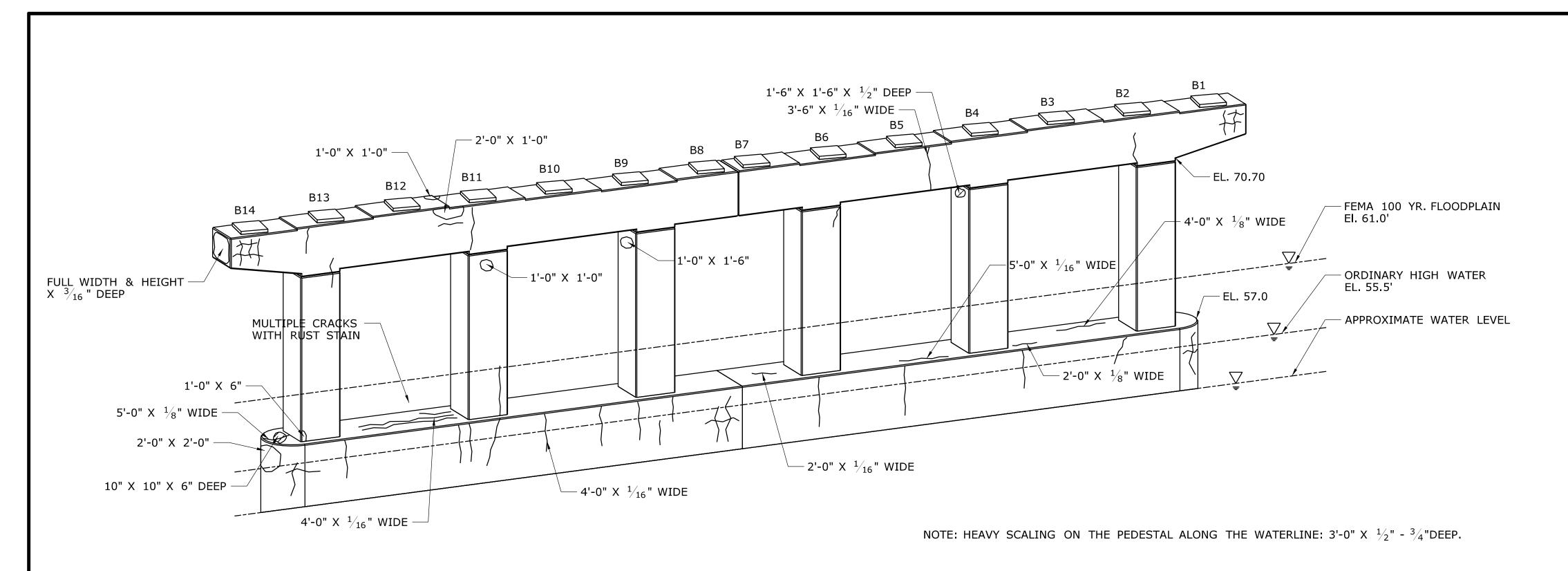
CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY

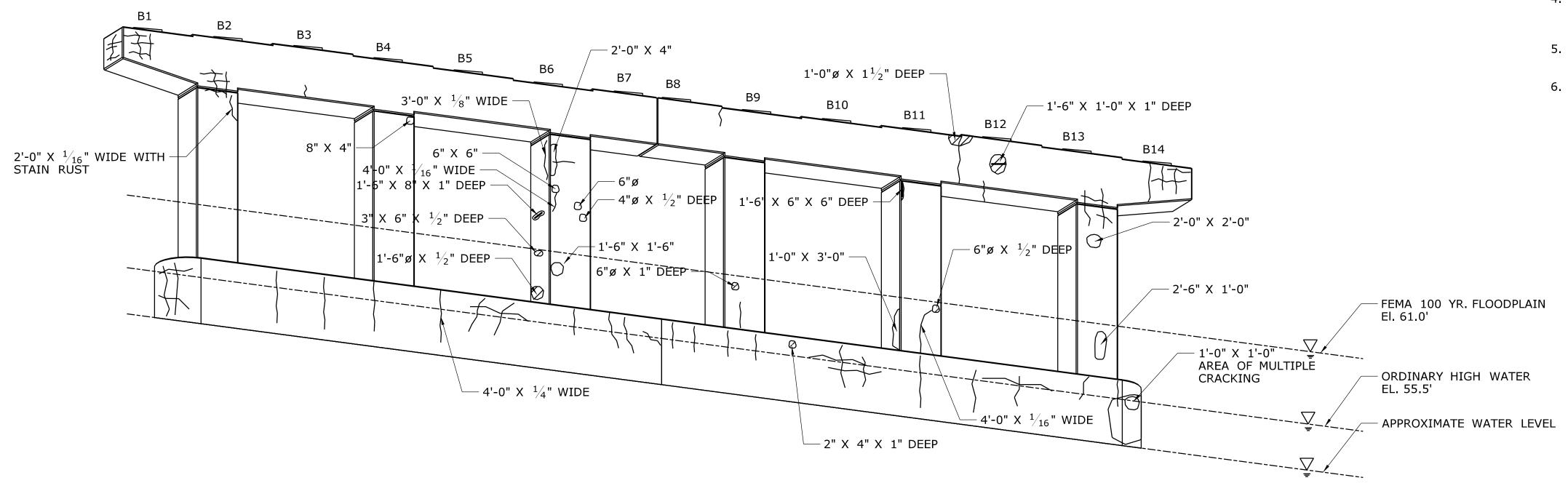
INSPECTION REPORT (10/25/2010). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE

DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

SPALL AREA WITH EXPOSED REINFORCING



PIER 8 - EAST ELEVATION



NOTE: HEAVY SCALING ON THE PEDESTAL ALONG THE WATERLINE: 3'-0" X $\frac{1}{2}$ " - $\frac{3}{4}$ "DEEP.

PIER 8 - WEST ELEVATION

		DESIGNER/DRAFTER:		SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
	- THE INFORMATION, INCLUDING ESTIMATED	B.A./M.G.		BLOCK:	SUBSTRUCTURE CONCRETE	NORWICH	172-417
	GUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED	CHECKED BY:	(□ □ □ □ □ □ □ □ □ □	COOL THE STATE OF	SUBSTRUCTURE CUNCRETE	LISBON	DRAWING NO.
	- INVESTIGATIONS BY THE STATE AND IS	J.H.M. II	STATE OF CONNECTICUT	Close, Jensen and Miller, P.C.	REPAIRS IN DISTRICT 2	LISBON	S-45
	- THE CONDITIONS OF ACTUAL QUANTITIES		DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	KEPAIKS IN DISTRICT 2	DRAWING TITLE:	3-43
	OF WORK WHICH WILL BE REQUIRED.	3/ "	DEFARTMENT OF TRANSPORTATION	No. 4142 Wethersfield, CT 06109		PIER NO.8	SHEET NO.
	-	SCALE: $\frac{3}{16}$ " = 1'-0"		CENSED CONTINUE		BRIDGE NO. 00281	05.045
REV. DATE	REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013		Filename:\SB_MSH_2_Br00281_172_417_S_45_PIER-8.dgn	"Mumully"		BKIDGE NO. 00201	

LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

SPALL AREA

SPALL AREA WITH EXPOSED REINFORCING

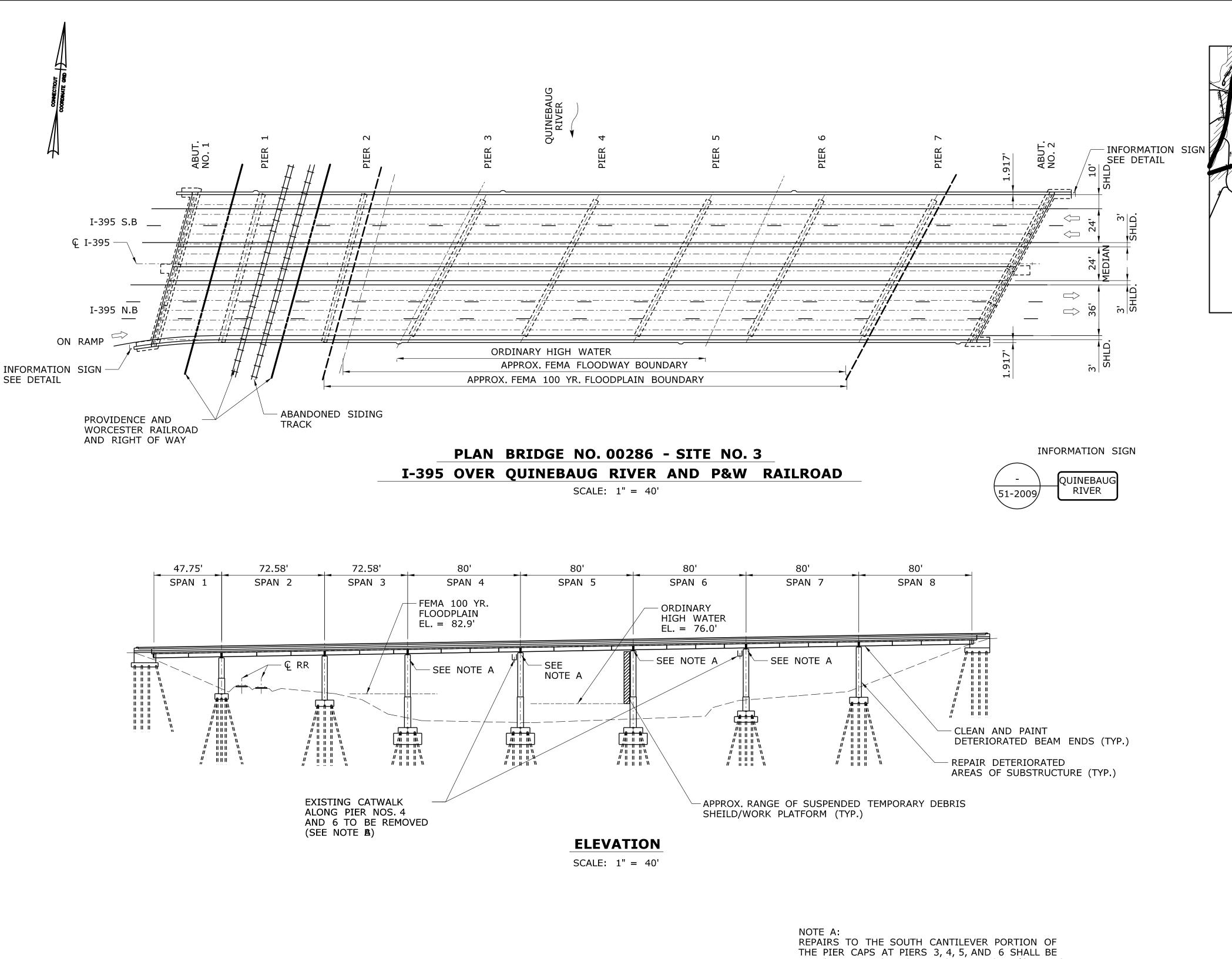
SCALE AREA

HOLLOW AREA

SHALLOW REBAR

NOTES:

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- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.
- 5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.
- 6. ALL REPAIRS ABOVE THE ORDINARY HIGH WATER ELEVATION.



PERFORMED PRIOR TO ANY OTHER WORK (SEE NTC-SEQUENCE OF CONSTRUCTION). THESE REPAIRS SHALL BE PAID UNDER THE ITEM CLASS "F" CONCRETE (SPECIAL) - SEE DWG. NO. S-61.

NOTE B: WORK TO REMOVE THE EXISTING CATWALK SHALL BE PAID FOR UNDER ITEM "REMOVAL OF GRID DECK AND STRINGERS" (SEE SPECIAL PROVISION).

LOCATION PLAN

SCALE: 1" = 1000'

GRISWOLI

GENERAL NOTES:

SITE NO. 3

BRIDGE NO. 00286

TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIAL PROVISIONS, "MAINTENANCE AND PROTECTION OF TRAFFIC" & "PROSECUTION AND PROGRESS" AND CONSTRUCTION STAGES SHOWN ON THE PLANS.

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS AND PROTECTION TO THE WORK AREAS BENEATH THE BRIDGE UTILIZING SCAFFOLDING, UNDER BRIDGE WORK PLATFORMS, SAFETY NETS, LADDERS AND UNDER BRIDGE INSPECTION EQUIPMENT AS REQUIRED. THIS WORK SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER EMPLOYED BY THE CONTRACTOR. THE DESIGN SHALL BE IN ACCORDANCE WITH THE AASHTO GUIDE SPECIFICATIONS FOR BRIDGE TEMPORARY WORKS TO SUIT THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTION. THERE WILL BE NO DIRECT PAYMENT ASSOCIATED WITH THIS WORK. THE COST OF SUCH SHALL BE CONSIDERED AS INCLUDED IN THE GENERAL COST OF THE WORK.

RAILROAD COORDINATION: WORK AT BRIDGE NO. 00286 WILL REQUIRE COORDINATION WITH PROVIDENCE AND WORCESTER RAILROAD. SEE CONTRACT DOCUMENTS FOR ADDITIONAL INFORMATION INCLUDING PERMISSIBLE CONSTRUCTION ACTIVITIES ADJACENT TO THE RAILROAD, INSURANCE REQUIREMENTS, AND RAILROAD CONTACT INFORMATION (SEE SPECIAL PROVISION "RAILROAD PROTECTION").

ALL WORK OVER OR NEAR WATER SHALL BE PERFORMED IN ACCORDANCE WITH OSHA REGULATIONS (SEE SPECIAL PROVISION "WATER TRANSPORTATION FOR RESCUE OPERATIONS").

PERMITS: ALL WORK SHALL BE DONE IN ACCORDANCE WITH PERMIT REQUIREMENTS CONTAINED ELSEWHERE IN THE CONTRACT DOCUMENTS.

ALL STEEL ELEMENTS WITHIN THE PAINTING LIMITS OF BEAM ENDS, INCLUDING THE BEAM, BEARING STIFFENERS, CONNECTION PLATES, END DIAPHRAGMS, AND ALL ELEMENTS OF BEARINGS EXCLUDING BRONZE SURFACES SHALL BE PAINTED.

PAINT REMOVAL AND PAINTING LIMITS OF BEAM ENDS SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "LOCALIZED PAINT REMOVAL AND FIELD PAINTING OF BEAM ENDS (SITE NO. 3)".

GENERAL DESCRIPTON OF WORK:

- 1. REPAIR SOUTH CANTILEVER PORTION OF PIER CAPS AT PIER NOS. 3, 4, 5 AND 6 (SEE NOTE A.).
- 2. REPAIR ADDITIONAL DETERIORATED AREAS OF SUBSTRUCTURE. 3. REMOVE EXISTING CATWALK SYSTEM ALONG PIER NOS. 4 AND 6. 4. CLEAN AND PAINT BEAM ENDS.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED - - -INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE - | - | -_ | - | -THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. - | - | -- - -

2. ALL REPAIRS SHALL BE ABOVE THE ORDINARY HIGH WATER ELEVATION. 3. ALL TEMPORARY FACILITIES AND EQUIPMENT BELOW THE 100 YEAR FLOOD

ELEVATION WILL BE SUBJECT TO REMOVAL IN THE EVENT OF A FLOOD WARNING.

SHEET NO. Plotted Date: 11/18/2013

THIS REMOVAL SHALL BE PERFORMED UNDER AN APPROPRIATE EVACUATION

1. VERTICAL DATUM BASED ON NGVD 29.

REVISION DESCRIPTION

REV. DATE

PLAN TO BE APPROVED BY THE ENGINEER.

B.A./M.G. J.H.M. II

SCALE AS NOTED

STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION**



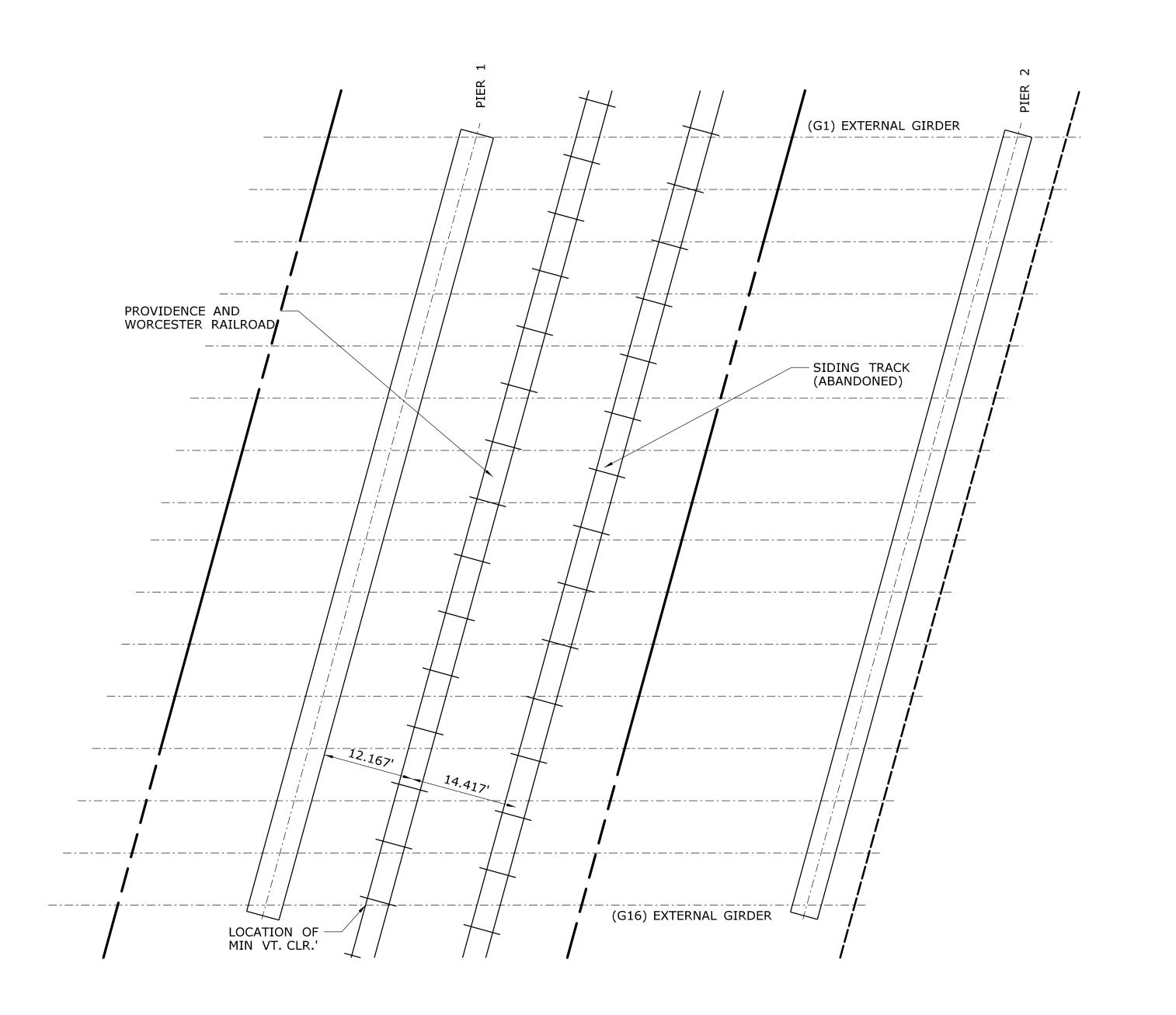
SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

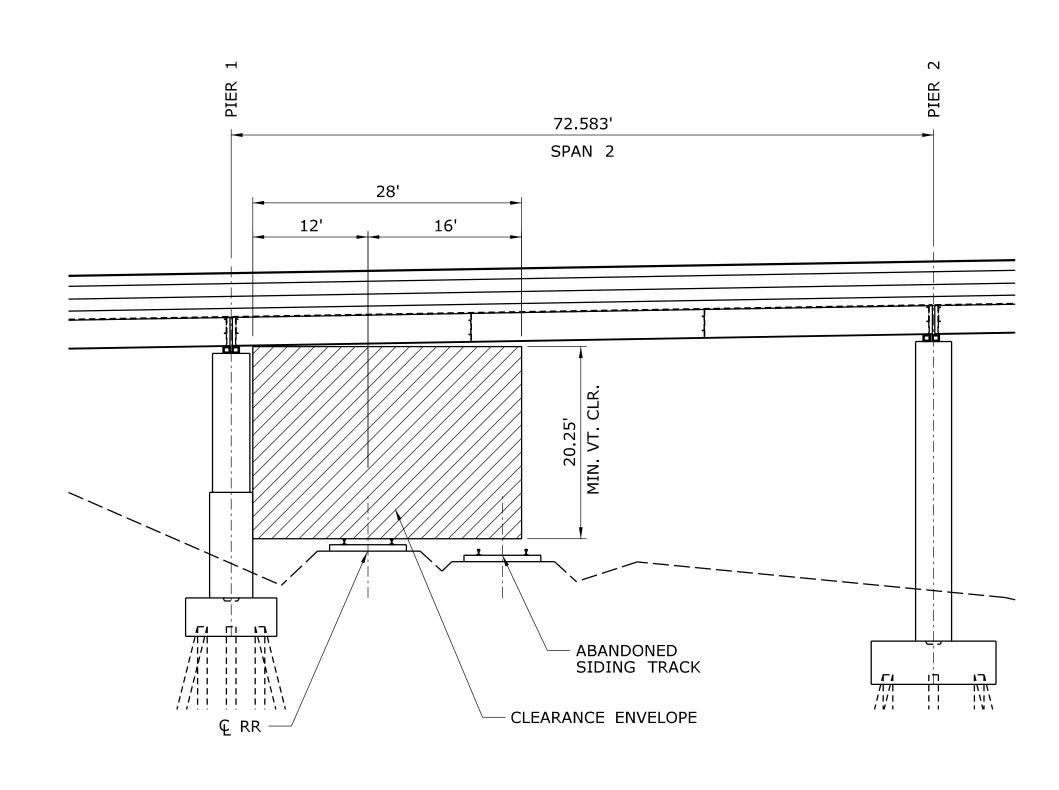
LISBON GRISWOLD

DRAWING NO. **S-46** 05.046

172-417

DRAWING TITLE: **GENERAL PLAN** BRIDGE NO. 00286 Filename: ...\SB_MSH_3_Br00286_172_417_S_46_GPN.dgn





RAILROAD CLEARANCE

PLAN BRIDGE NO. 00286, SITE NO. 3

I-395 OVER P&W RAILROAD

RAILROAD CLEARANCE NOTES:

- PRIOR TO STARTING WORK ON THIS BRIDGE, THE CONTRACTOR SHALL CONTACT NEW ENGLAND CENTRAL RAILROAD TO COORDINATE WORK. SEE "NOTICE TO CONTRACTOR - RAILROAD COORDINATION."
- 2. ALL DIMENSIONS TAKEN FROM THE ORIGINAL CONTRACT PLANS AND THE IN-DEPTH INSPECTION REPORTS AND SHALL BE FIELD VERIFIED.

						DES
-	-	-	-		THE INFORMATION, INCLUDING ESTIMATED	
-	-	-	-		QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED	CH
-	-	-	-		INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE	
-	•	-	-		THE CONDITIONS OF ACTUAL QUANTITIES	
-	-	-	-		OF WORK WHICH WILL BE REQUIRED.	
-	•	-	_			
REV.	DATE	REVISION DESCRIPTION	SHEET	NO.	Plotted Date: 11/18/2013	

DESIGNER/DRAFTER:

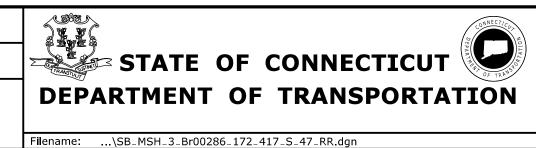
B.A./M.G.

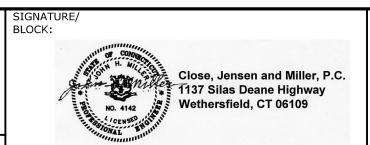
CHECKED BY:

J.H.M. II

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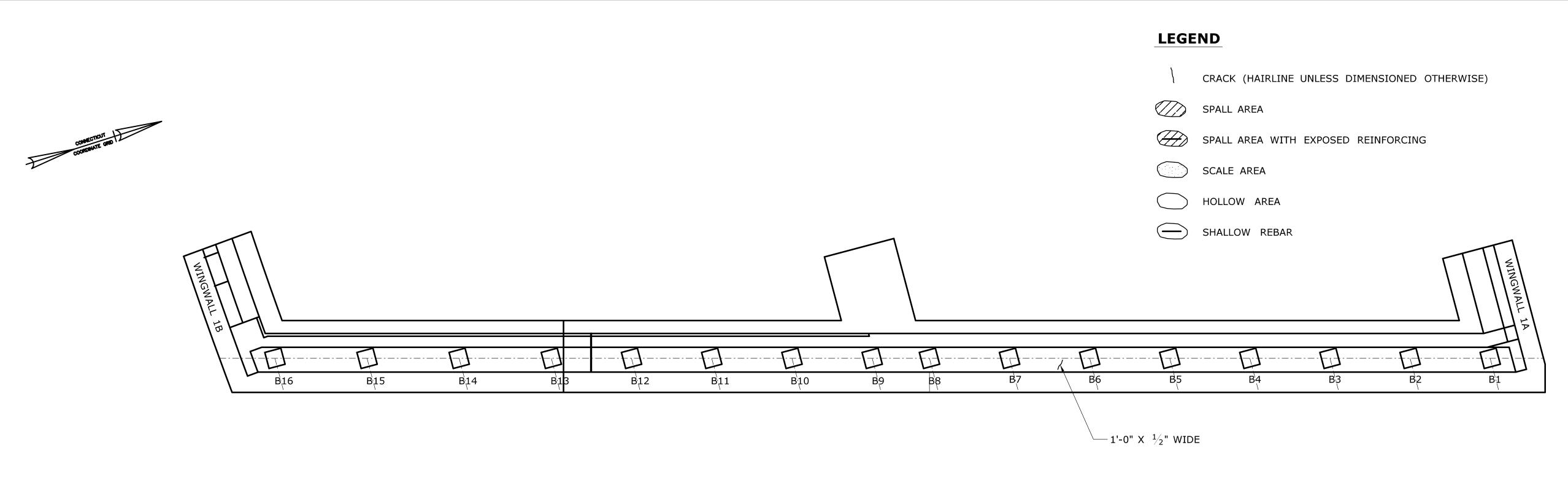
SCALE: 1" = 10'



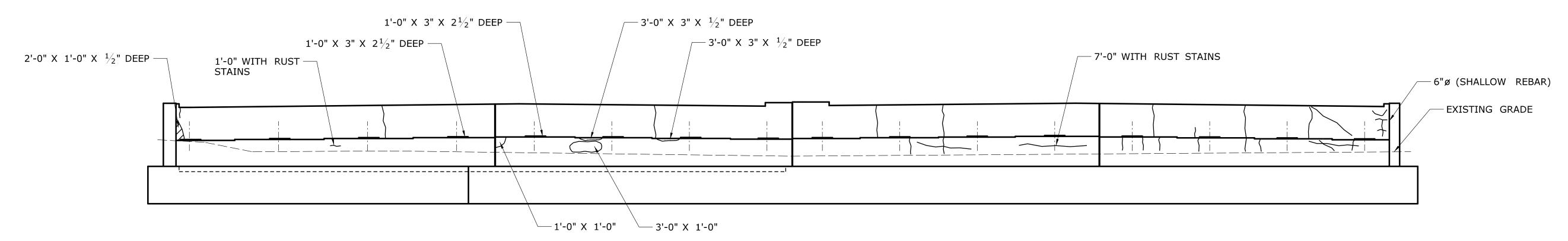


SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

	PROJECT NO.
LISBON	172-417
GRISWOLD ING TITLE:	DRAWING NO. S-47
CLEARANCE DIAGRAM	SHEET NO.
BRIDGE NO. 00286	05.047



PLAN



- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (10/5/2009 AND 9/8/2009). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
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- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

NOTES:

REV. DATE

- 4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.
- 5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.

REVISION DESCRIPTION

ABUTMENT NO. 1

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_	-	-	-	THE INFORMATION, INCLUDING ESTIMATED	
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED	CHI
-	_	-	-	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE	
-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES	
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.	ı
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SHEET NO. Plotted Date: 11/18/2013

DESIGNER/DRAFTER:

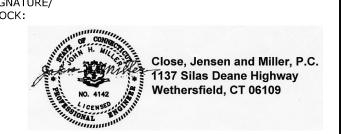
B.A./M.G.

CHECKED BY:

J.H.M. II

SCALE: 3/16 " = 1'-0"





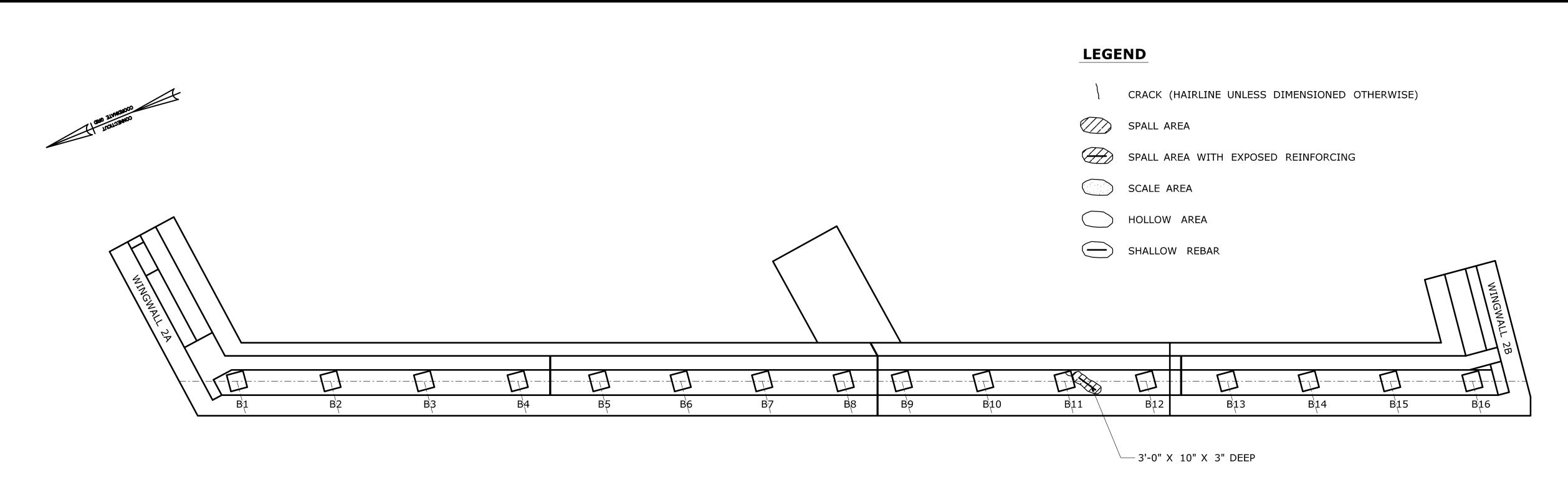
SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

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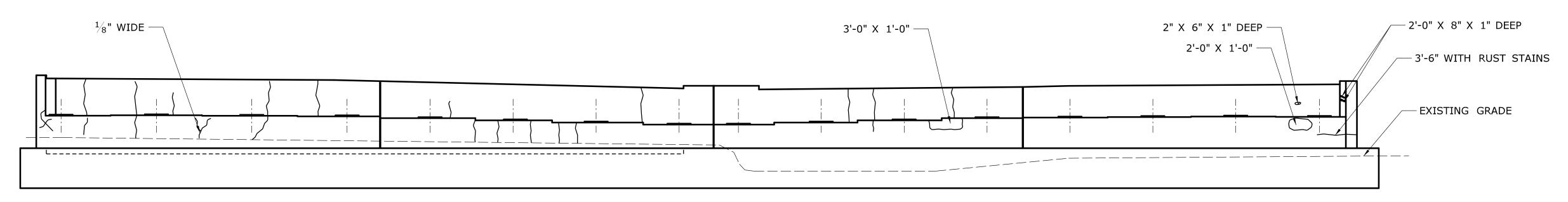
172-417
DRAWING NO.
S-48
SHEET NO.
05.048

Filename: ...\SB_MSH_3_Br00286_172_417_S_48_ABT-1.dgn

ABUTMENT NO. 1 BRIDGE NO. 00286



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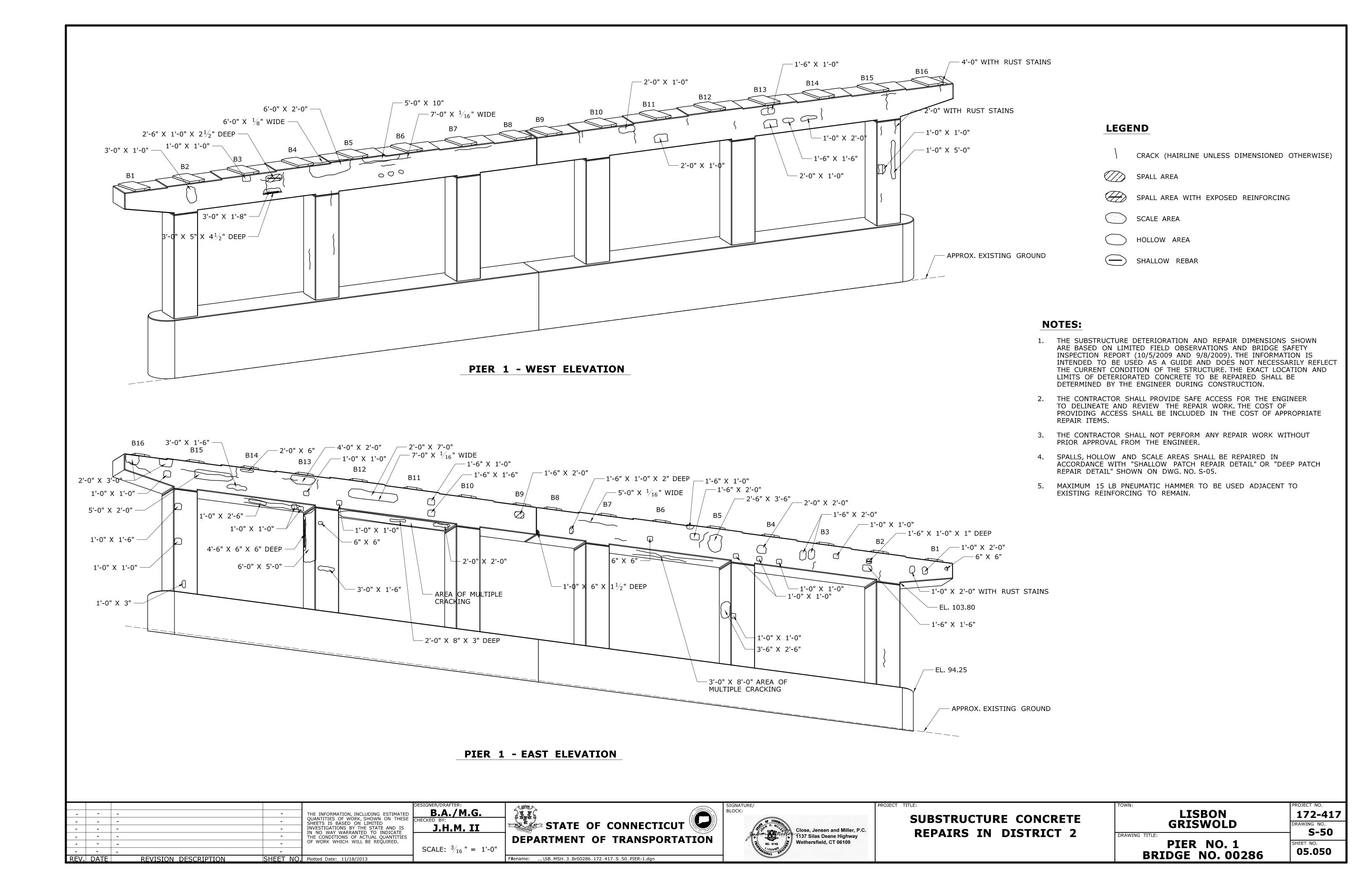


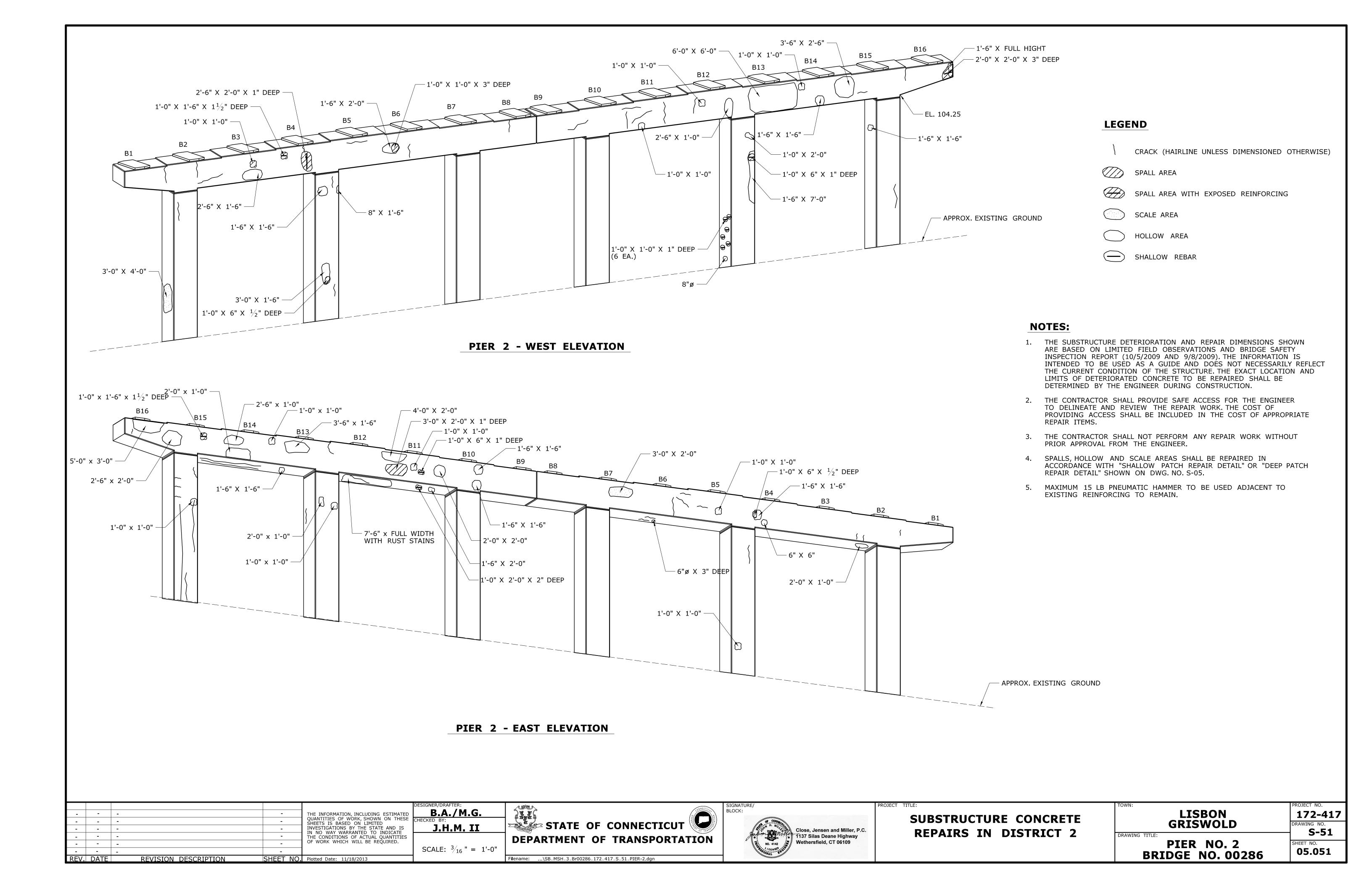
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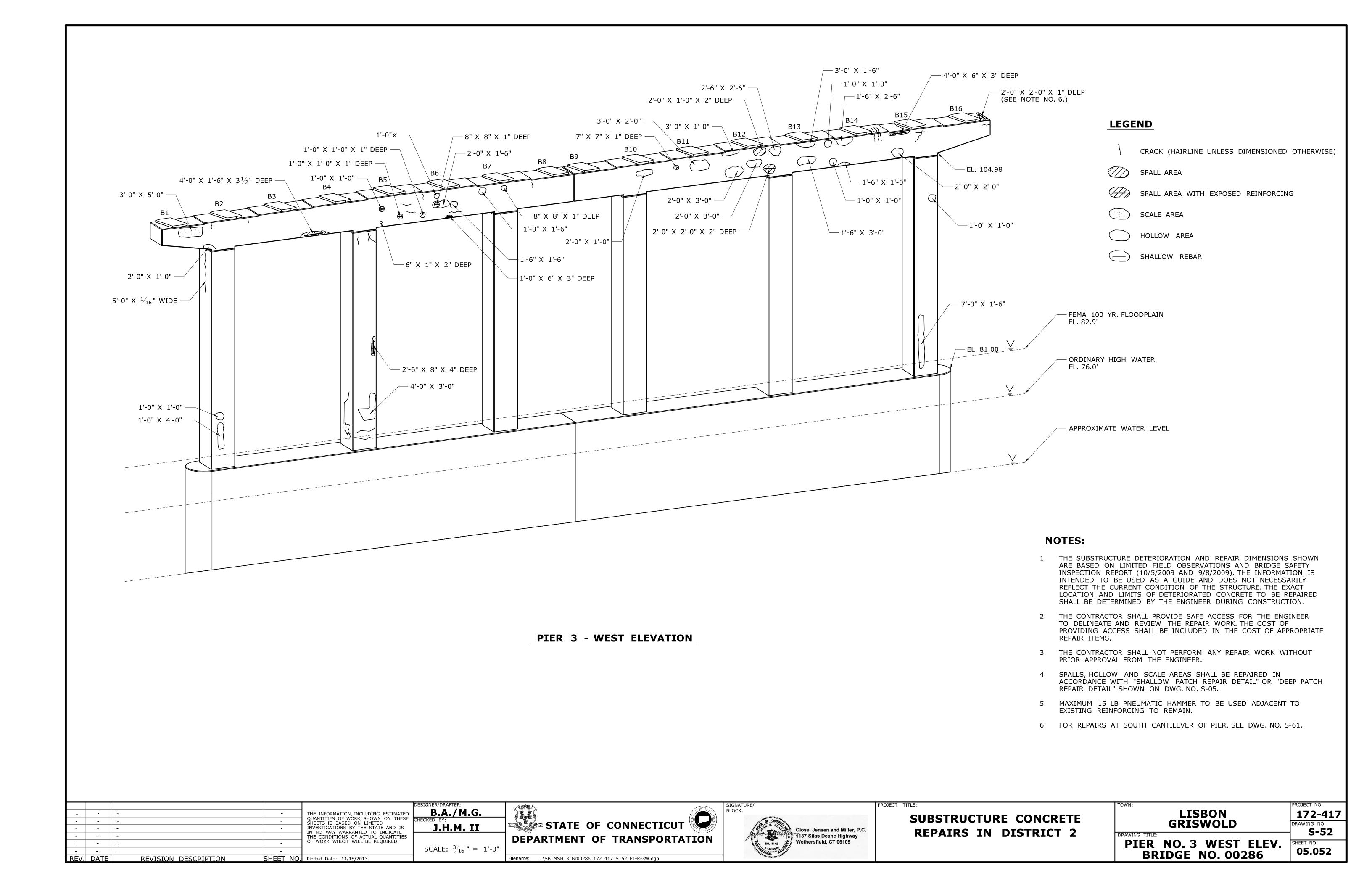
- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (10/5/2009 AND 9/8/2009). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
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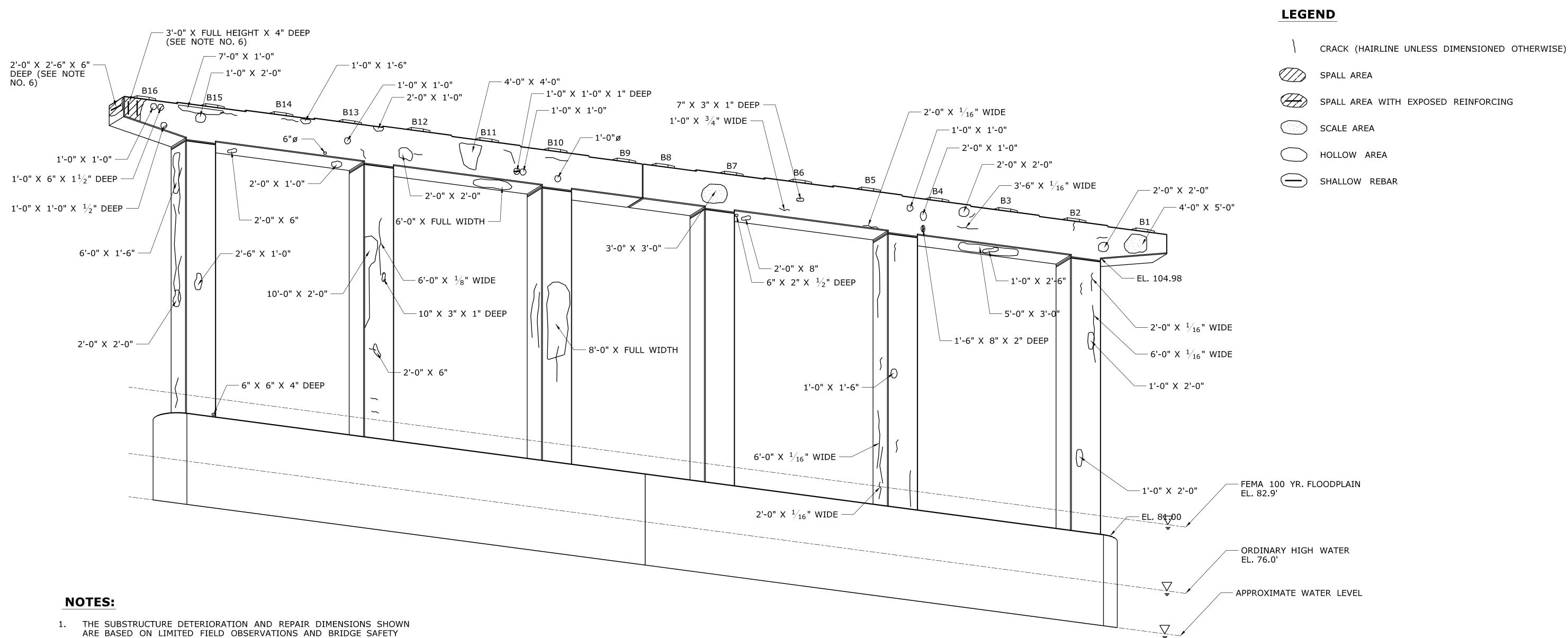
ABUTMENT NO. 2

		DESIGNER/DRAFTER:	CONNECTION	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
	THE INFORMATION, INCLUDING ESTIMATED	B.A./M.G.		AUTHURA.	SUBSTRUCTURE CONCRETE	LISBON	172-417
	SHEETS IS BASED ON LIMITED	CHECKED BY:	STATE OF CONNECTICUT	H. M. The state of	SUBSTRUCTURE CUNCRETE	GRISWOLD	DRAWING NO.
	IN NO WAY WARRANTED TO INDICATE	J.H.M. II	TRANSPORT	Close, Jensen and Miller, P.C.	REPAIRS IN DISTRICT 2		─ S-49
	THE CONDITIONS OF ACTUAL QUANTITIES		DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	REPAIRS IN DISTRICT 2	DRAWING TITLE:	
	- OF WORK WHICH WILL BE REQUIRED.	SCALE: $\frac{3}{16}$ " = 1'-0"	DEFARTIENT OF TRANSPORTATION	No. 4142 Wethersfield, CT 06109		ABUTMENT NO. 2	SHEET NO.
	-			THE PARTY OF THE P		BRIDGE NO. 00286	05.049
■ REV. DATE REVISION DESCRIPTION SI	IEET NO. Plotted Date: 11/18/2013		Filename:\SB_MSH_3_Br00286_172_417_S_49_ABT-2.dgn	·annin,		DIALDGE NO. 00200	





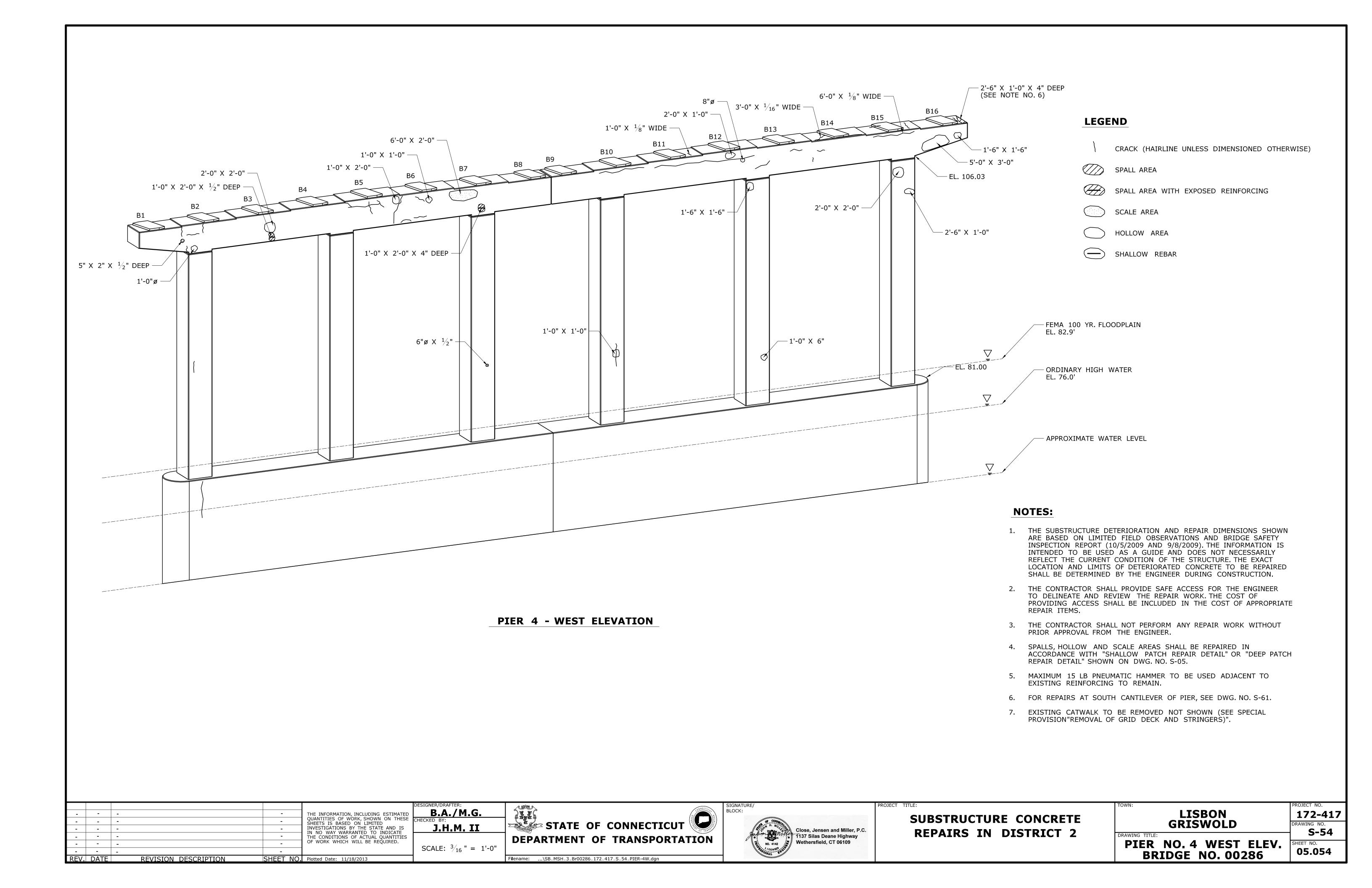


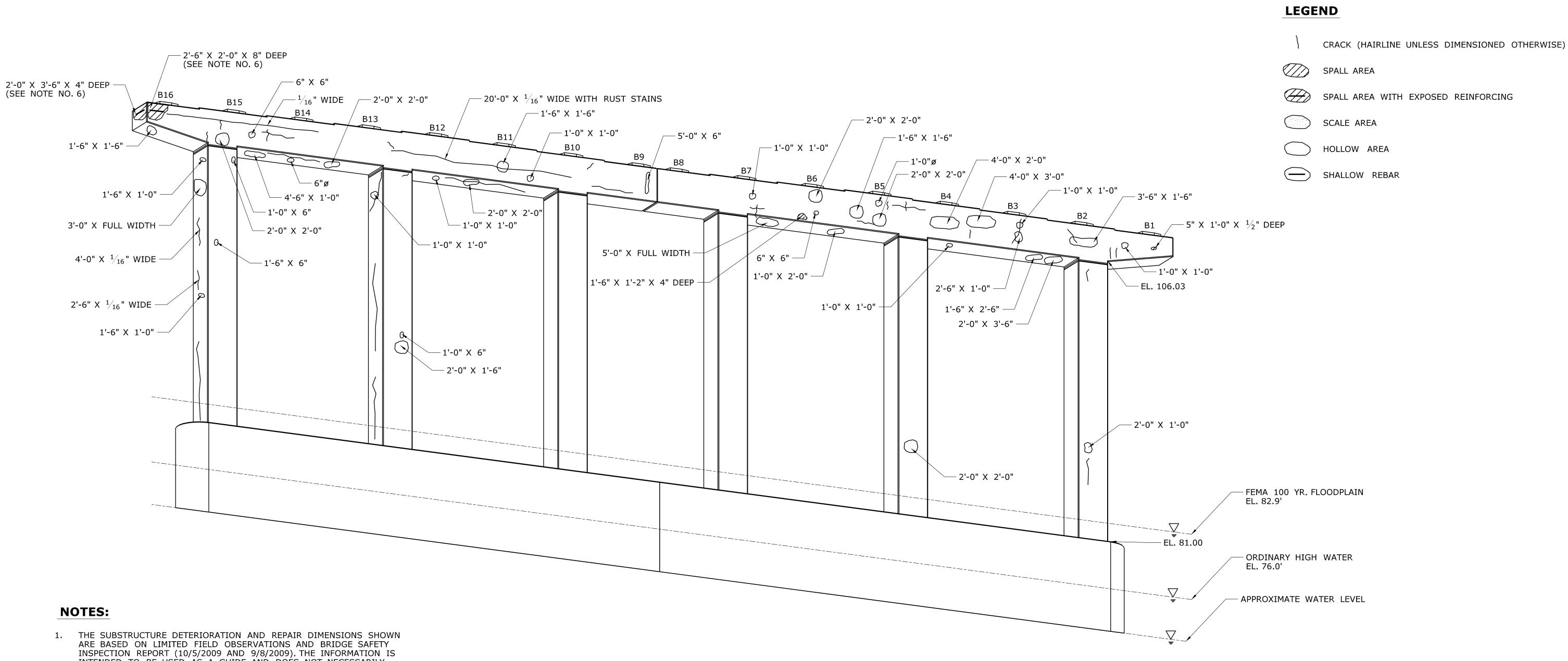


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- 5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.
- 6. FOR REPAIRS AT SOUTH CANTILEVER OF PIER, SEE DWG. NO. S-61.

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	- THE INFORMATION INCLUDING ESTIMATE	DESIGNER/DRAFTER: D B.A./M.G.	SIGNATURE/ PROJECT TITLE: BLOCK:	TOWN:	LISBON PROJECT NO. 172-417
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	IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway Wethersfield, CT 06109	EPAIRS IN DISTRICT 2 PIE	TITLE: S-53 ER NO. 3 EAST ELEV. SHEET NO.
 REV DATE	- REVISION DESCRIPTION SHEET NO Plotted Date: 11/18/2013	SCALE: $\frac{3}{16}$ " = 1'-0" Filename:\SB_MSH_3_Br00286_172_417_S_53_PIER-3E.dan	OENSE ANTONIA		BRIDGE NO. 00286 05.053

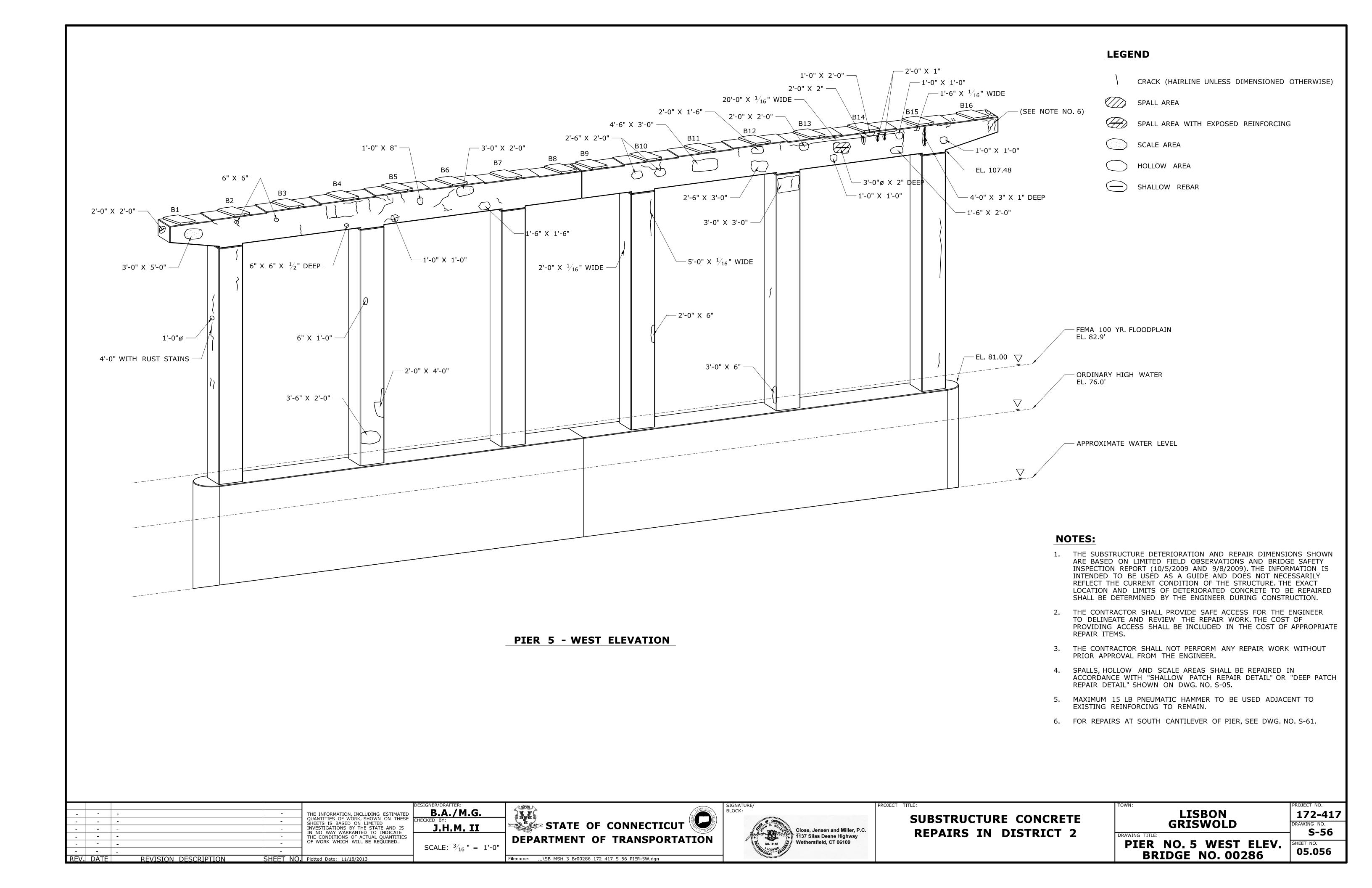


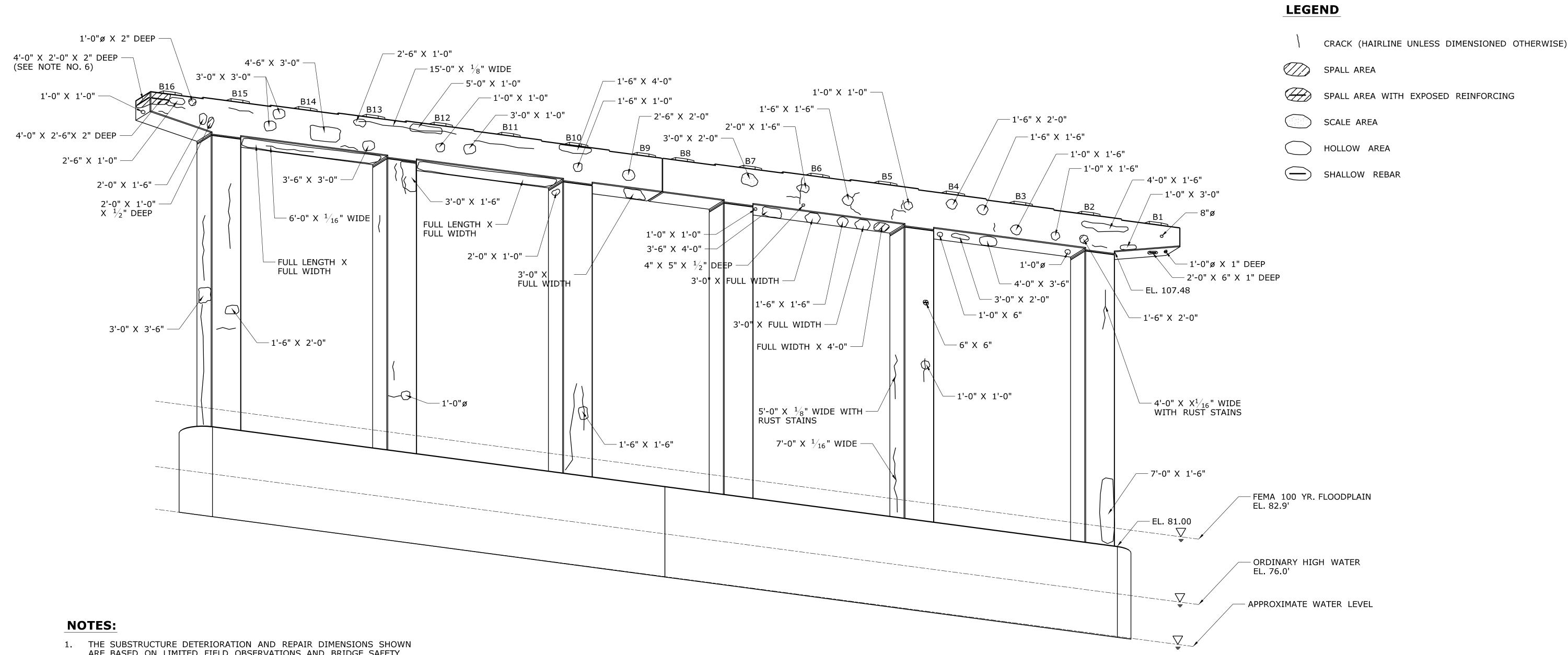


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- 6. FOR REPAIRS AT SOUTH CANTILEVER OF PIER, SEE DWG. NO. S-61.
- 7. EXISTING CATWALK TO BE REMOVED NOT SHOWN (SEE SPECIAL PROVISION"REMOVAL OF GRID DECK AND STRINGERS)".

PIER 4 -	EAST	ELEVATION	
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	DESIGNER/DR	RAFIER:	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
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	QUANTITIES OF WORK, SHOWN ON THESE CHECKED BY:	CTATE OF CONNECTION	CONTROL CONTRO	SUBSTRUCTURE CONCRETE	GRISWOLD	
	- INVESTIGATIONS BY THE STATE AND IS	H.M. II STATE OF CONNECTICUT	Close Jensen and Miller P.C.	DEDATES THE DISTRICT OF	GKISWOLD	DRAWING NO. S-55
	IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES		1137 Silas Deane Highway	REPAIRS IN DISTRICT 2	DRAWING TITLE:	— 3-33
	OF WORK WHICH WILL BE REQUIRED.	DEPARTMENT OF TRANSPORTA	No. 4142 Wethersfield, CT 06109		PIER NO. 4 EAST ELEV.	SHEET NO.
			OENSED COLLEGE			05.055
REVIDATE REVISION DESCRIPTION	CHEET NO Plotted Date: 11/19/2013	Filename: \SR MSH 3 Br00286 172 417 S 55 DIEP-4E dan	NAT ONAL		BRIDGE NO. 00286	03.033

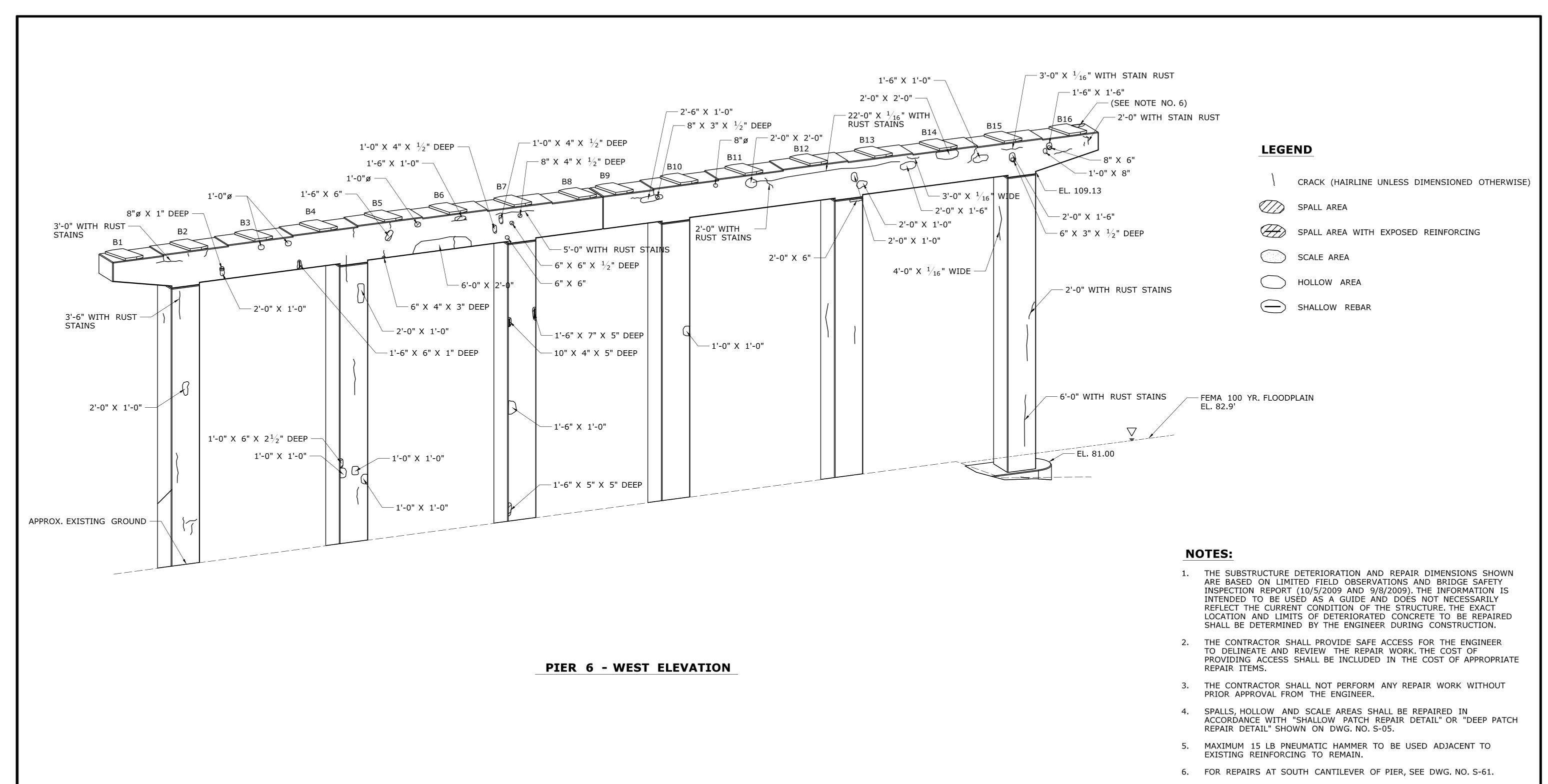




- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (10/5/2009 AND 9/8/2009). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
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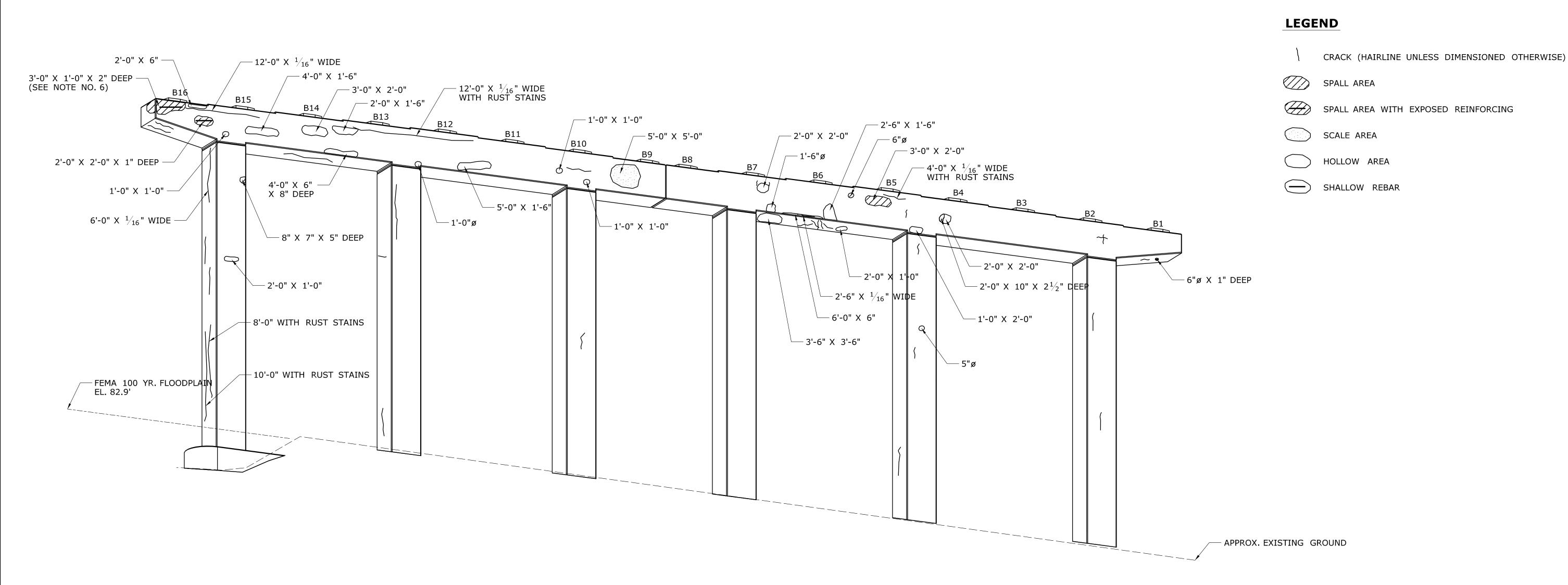
PIER 5 - EAST	ELEVATION
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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS INVESTIGATION BY THE STATE AND IS	172-417
- CHECKED BY: CHECKED BY: SUBSTRUCTURE CUNCRETE CHECKED BY: CHECKED BY:	
- INVESTIGATIONS OF THE STATE AND IS Close, Jensen and Miller, P.C.	DRAWING NO.
The Conditions of Actual Quantities of Work which will be required. DEPARTMENT OF TRANSPORTATION REPAIRS IN DISTRICT 2 DEPARTMENT OF TRANSPORTATION Wethersfield, CT 06109 DEPARTMENT OF TRANSPORTATION	S-57
PIER NO. 5 EAST ELEV SCALE: 3/16" = 1'-0" SCALE: 3/16" = 1'-0" BRIDGE NO. 00286 Filename: VSB MSH 3 Br00286 172 417 S 57 PIER-5E dup	05.057



7. EXISTING CATWALK TO BE REMOVED NOT SHOWN (SEE SPECIAL PROVISION "REMOVAL OF GRID DECK AND STRINGERS").

		DESIGNER/DRAFTER:	SWECTZZ SWECTZZ	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
		THE INFORMATION, INCLUDING ESTIMATED B.A./M.G.		BLOCK:	SUBSTRUCTURE CONCRETE	LISBON	172-417
		SHEETS IS BASED ON LIMITED	STATE OF CONNECTICUT	CONSTRUCTION H. M.	SUBSTRUCTURE CONCRETE	GRISWOLD	DRAWING NO.
		INVESTIGATIONS BY THE STATE AND IS J.H.M. II	SIAIE OF CONNECTICOT	Close, Jensen and Miller, P.C.	DEDATES THE DISTRICT OF	GIVIDAL	S-58
		THE CONDITIONS OF ACTUAL QUANTITIES	DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	REPAIRS IN DISTRICT 2	DRAWING TITLE:	3-36
		OF WORK WHICH WILL BE REQUIRED.	DEPARTMENT OF TRANSPORTATION	No. 4142 Wethersfield, CT 06109		PIER NO. 6 WEST ELEV.	SHEET NO.
		SCALE: $\frac{3}{16}$ " = 1'-0"		A CONSERVATION OF THE PROPERTY		BRIDGE NO. 00286	05.058
REV. DAT	TE REVISION DESCRIPTION SHEET NO), Plotted Date: 11/18/2013	Filename:\SB_MSH_3_Br00286_172_417_S_58_PIER-6W.dgn	Tunnow .		BRIDGE NO. 00280	

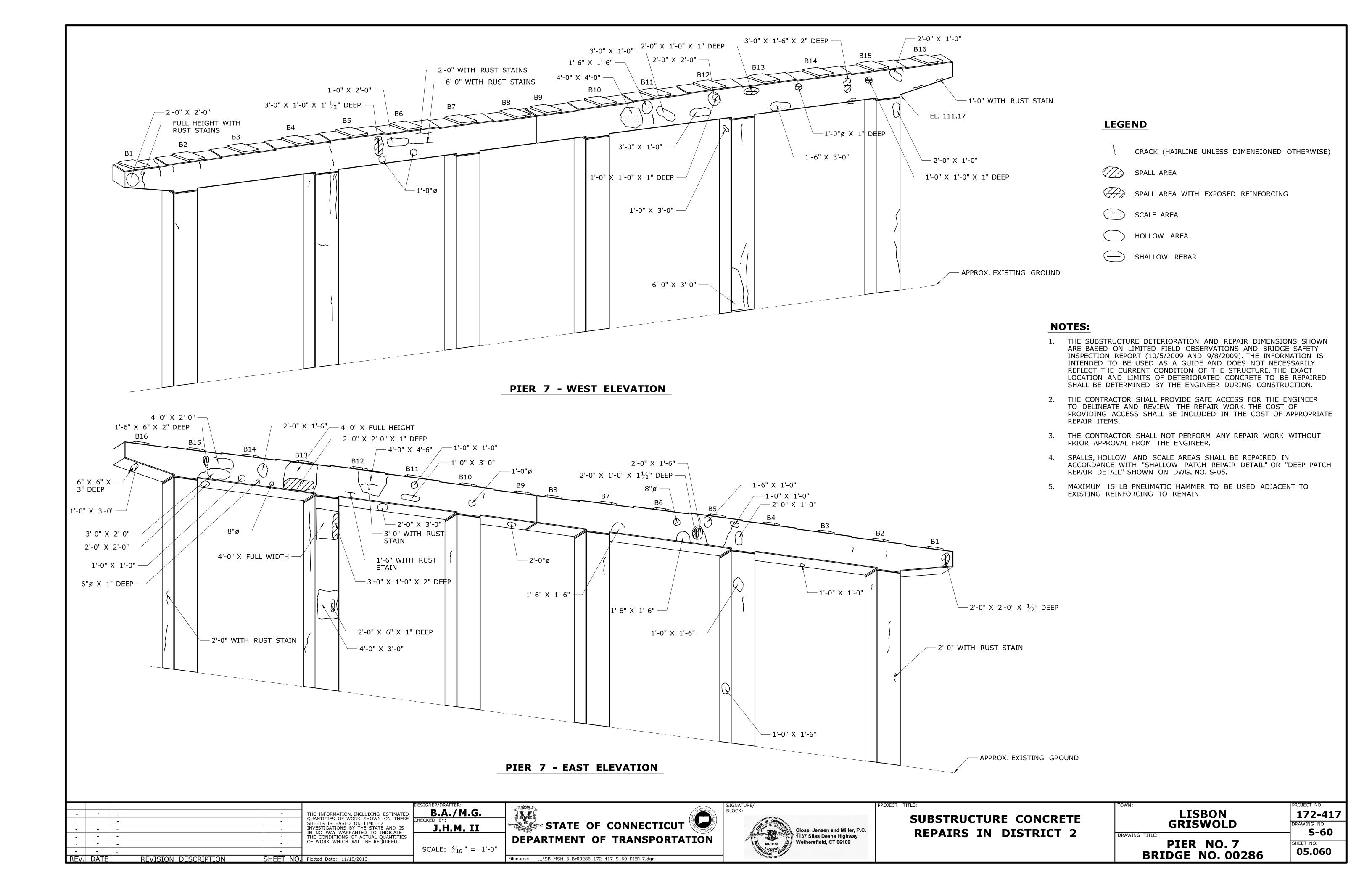


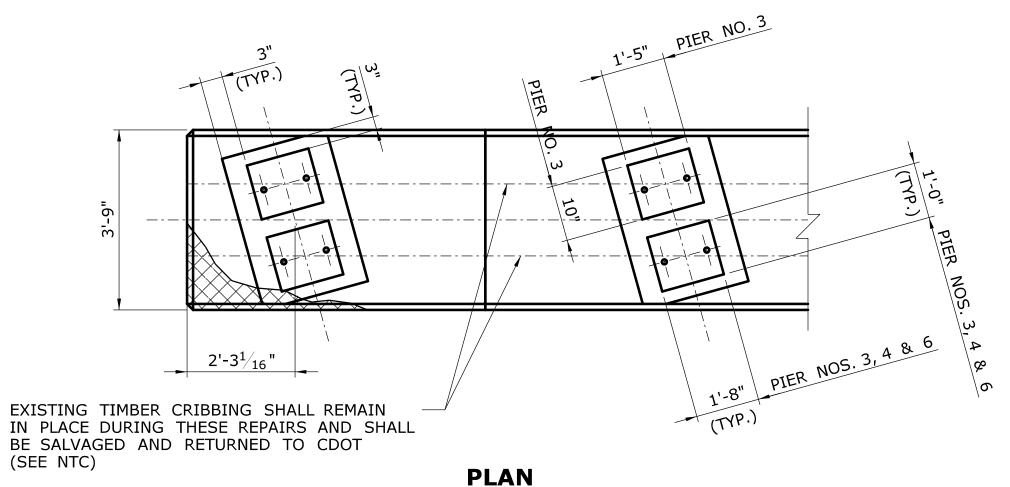
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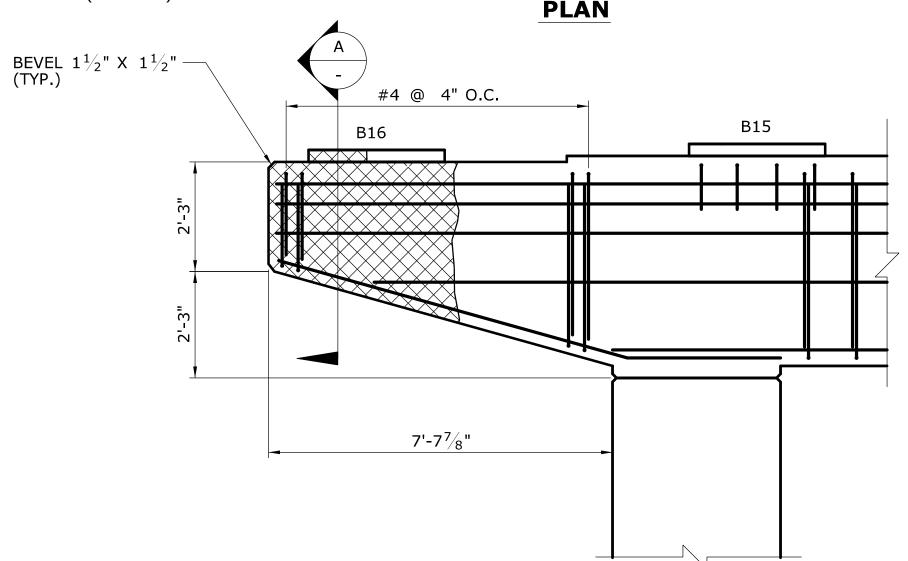
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- 6. FOR REPAIRS AT SOUTH CANTILEVER OF PIER, SEE DWG. NO. S-61.
- 7. EXISTING CATWALK TO BE REMOVED NOT SHOWN (SEE SPECIAL PROVISION "REMOVAL OF GRID DECK AND STRINGERS").

PIER 6 - EAST ELEVATION

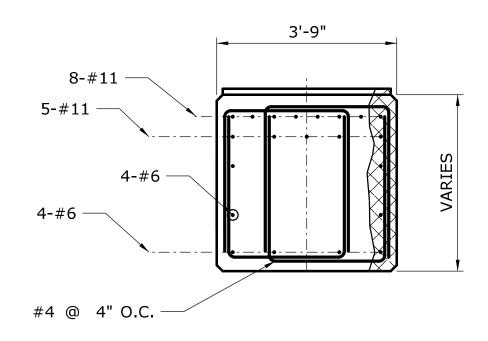
		DESIGNER/DRAFTER:	ONNECTIC	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
	- THE INFORMATION, INCLUDING ESTIMATED	B.A./M.G.		BLOCK:	CURCIDICATION CONCRETE	LISBON	172-417
	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED	CHECKED BY:	STATE OF CONNECTICUT	COMMENTAL STATE OF THE STATE OF	SUBSTRUCTURE CONCRETE	GRISWOLD	DRAWING NO.
	INVESTIGATIONS BY THE STATE AND IS	J.H.M. II	SIAIE OF CONNECTION	Close, Jensen and Miller, P.C.	REPAIRS IN DISTRICT 2	GKISWOLD	S-59
	THE CONDITIONS OF ACTUAL QUANTITIES		DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	REPAIRS IN DISTRICT 2	DRAWING TITLE:	7 3-39
	OF WORK WHICH WILL BE REQUIRED.	SCALE: $\frac{3}{16}$ " = 1'-0"	DEPARTMENT OF TRANSPORTATION	No. 4142 Wethersfield, CT 06109		PIER NO. 6 EAST ELEV.	SHEET NO.
	-	$\frac{1}{10000000000000000000000000000000000$		CENSED WATER		BRIDGE NO. 00286	05.059
REV. DATE REVISION DESCRIPTION	SHEET NO. Plotted Date: 11/18/2013		Filename:\SB_MSH_3_Br00286_172_417_S_59_PIER-6E.dgn	Community.		DKIDGE NO. 00590	







ELEVATION





SHEET NO. Plotted Date: 11/18/2013

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

REVISION DESCRIPTION

REV. DATE

DESIGNER/DRAFTER:

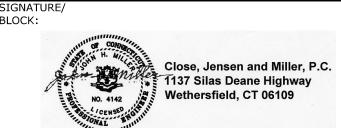
B.A./M.G.

CHECKED BY:

J.H.M. II

SCALE: 1/2" = 1'-0"





CONCRETE PIER REPAIR NOTES:

- 1. REMOVE ALL DETERIORATED, LOOSE AND SPALLED CONCRETE MINIMUM OF $^3/_4$ " BEYOND REINFORCING TO PROVIDE ADEQUATE ANCHORAGE OF NEW CONCRETE OR AS DIRECTED BY THE ENGINEER. PROVIDE A $^1/_2$ " SAW CUT ALONG PERIMETER OF REPAIR AREA. NEW CONCRETE TO MATCH EXISTING PAD OR CAP PROFILE.
- 2. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID DAMAGING EXISTING REINFORCING TO REMAIN WHILE REMOVING CONCRETE AND DRILLING HOLES FOR PROPOSED REINFORCING INSTALLATION.
- 3. MAXIMUM 15 POUND PNEUMATIC HAMMER TO BE USED ADJACENT TO REINFORCING TO REMAIN.
- 4. ALL EXPOSED REINFORCING INTEGRATED INTO NEW WORK SHALL BE THOROUGHLY CLEANED PRIOR TO PLACEMENT OF NEW CONCRETE. APPLY EPOXY RESIN TO EXISTING DETERIORATED REINFORCING TO REMAIN PRIOR TO TIEING NEW REINFORCING STEEL.
- 5. CONCRETE SHALL BE A 4000 PSI CONTRACTOR DESIGNED MIX WITH A MAXIMUM 3/8" SIZE AGGREGATE (SEE SPECIAL PROVISION "CLASS "F" CONCRETE (SPECIAL))".
- 6. ALL PROPOSED REINFORCING SHALL CONFORM TO ASTM A615 GRADE 60 EPOXY COATED.
- 7. AT THE SOUTH CANTILEVER PORTION OF PIER NOS. 3, 4, 5, AND 6, THE COST OF SAWCUTTING, CONCRETE REMOVAL, NEW REINFORCING BARS, FORMING AND PLACING NEW CONCRETE, AND DRILLING AND GROUTING REINFORCING BARS SHALL BE PAID FOR UNDER THE ITEM "CLASS "F" CONCRETE (SPECIAL)", SEE SPECIAL PROVISION.

TYPICAL DAMAGED AREA (PIER NOS. 3, 4, 5 AND 6)

SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

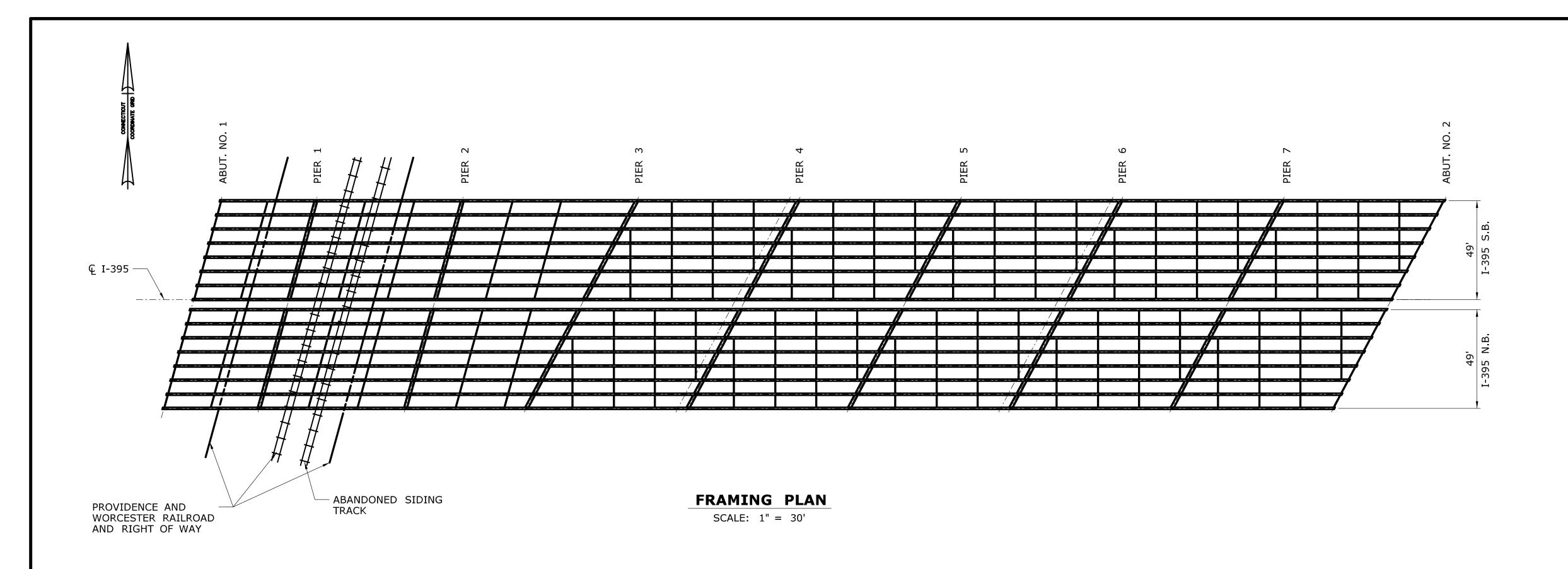
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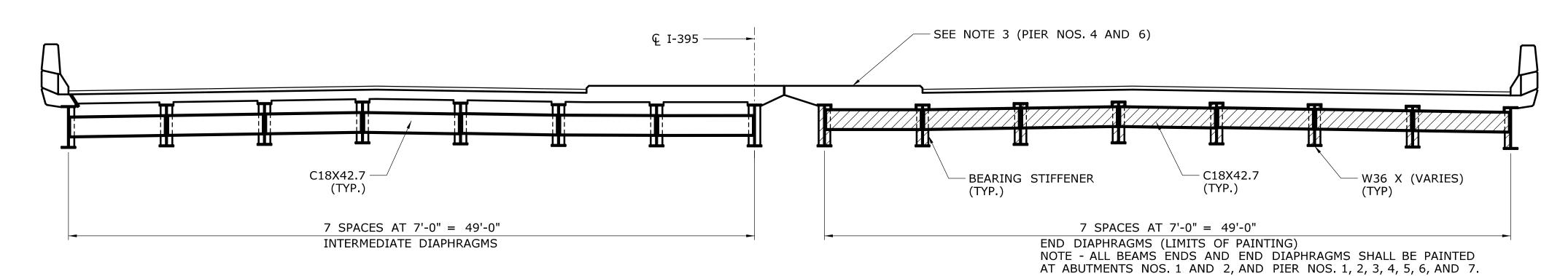
172-417
DRAWING NO.
S-61
SHEET NO.

05.061

PIER DETAILS BRIDGE NO. 00286

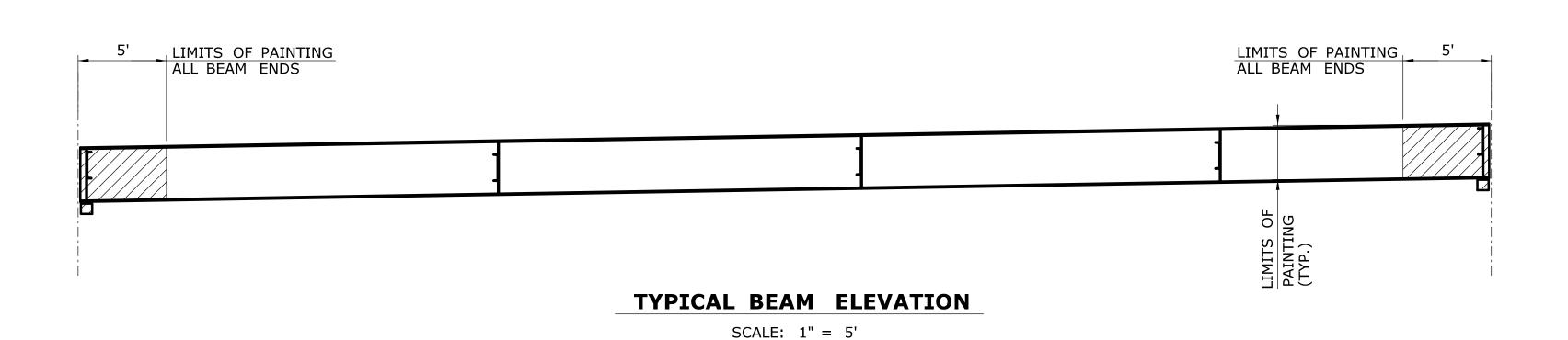
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TYPICAL BRIDGE SECTION

SCALE: 1" = 5'



PAINTING NOTES:

- 1. THE PAINTING LIMITS ARE FROM THE END OF THE BEAM TO THE DISTANCE SPECIFIED ON THIS SHEET AND SHALL INCLUDE ANY EXPOSED SURFACES OF ALL STEEL ELEMENTS INCLUDING THE BEAMS, BEARING STIFFENERS, END DIAPHRAGMS AND ALL ELEMENTS OF BEARINGS EXCLUDING ELASTOMERIC SURFACES.
- 2. THE COLOR OF THE TOP COAT ON THE STRUCTURAL STEEL SHALL MATCH EXISTING AS CLOSELY AS PRACTICABLE.
- 3. PAINT REMOVAL AND PAINTING OF THE DELINEATED AREAS SHALL BE INCLUDED UNDER THE PAY ITEM "LOCALIZED PAINT REMOVAL AND FIELD PAINTING OF BEAM ENDS (SITE NO. 3)".

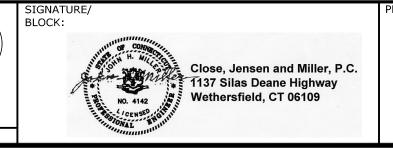
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-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED	
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED	c
-	-	-	-	INVESTIGATIONS BY THE STATE AND IS	L
-	-	-	-	IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES	
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.	l
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RF\/	DATE	REVISION DESCRIPTION	SHEET NO	Plotted Date: 11/18/2013	ı



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

Filename: ...\SB_MSH_3_Br00286_172_417_S_62_PAINT.dgn



SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

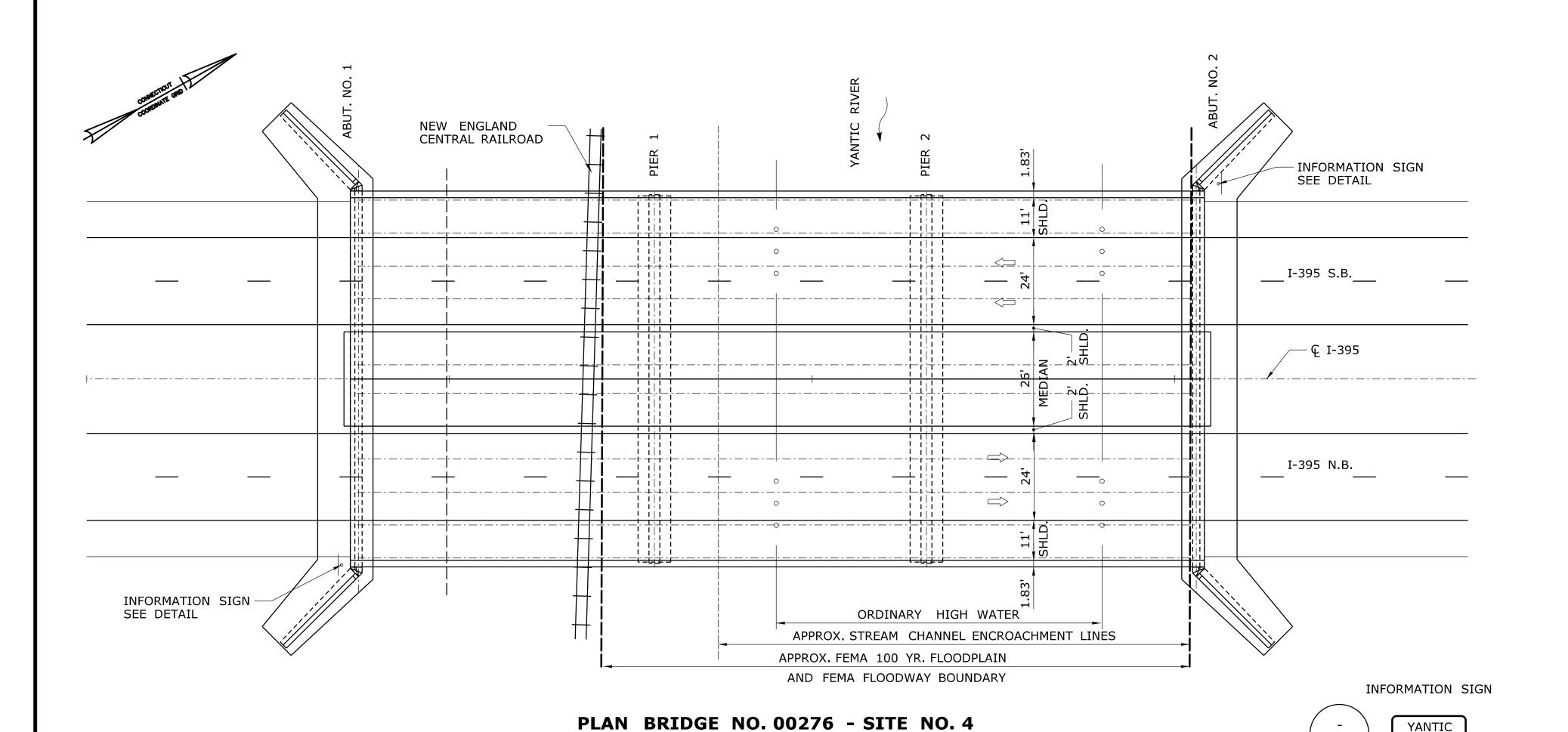
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		LISBON	
		GRISWOLD	
		GKISWOLD	
ING	TITLE:		
	BE	ANA DATRITTA	

172-417

S-62

05.062

BEAM PAINTING
BRIDGE NO. 00286



81.583' 75' 74.417' SPAN 1 SPAN 2 SPAN 3 CLEAN AND PAINT DETERIORATED BEAM ENDS (TYP.) FEMA 100 YR. ₽ RR ORDINARY HIGH FLOODPLAIN WATER EL. 85.5' EL. 92.5' REPAIR DETERIORATED RANGE OF SUSPENDED TEMPORARY DEBRIS AREAS OF SUBSTRUCTURE (TYP.) SHIELD/WORK PLATFORM, TYPICAL EVERY PIER

I-395 OVER YANTIC RIVER AND NE CENTRAL RR

SCALE: 1'' = 20'

ELEVATION

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SHEET NO. Plotted Date: 11/18/2013

1. VERTICAL DATUM BASED ON NGVD 1929. 2. ALL REPAIRS SHALL BE ABOVE THE ORDINARY HIGH WATER ELEVATION.

3. ALL TEMPORARY FACILITIES AND EQUIPMENT BELOW THE 100 YEAR FLOOD ELEVATION WILL BE SUBJECT TO REMOVAL IN THE EVENT OF A FLOOD WARNING. THIS REMOVAL SHALL BE PERFORMED UNDER AN APPROPRIATE EVACUATION PLAN TO BE APPROVED BY THE ENGINEER.

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REVISION DESCRIPTION

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REV. DATE

SCALE: 1'' = 20'

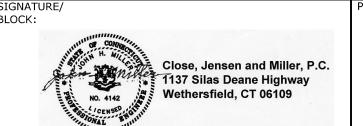
B.A./M.G.

J.H.M. II

SCALE AS NOTED

STATE OF CONNECTICUT BLOCK: **DEPARTMENT OF TRANSPORTATION**

Filename: ...\SB_MSH_4_Br00276_172_417_S_63_GPN.dgn



RIVER

\51-2009*/*

SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

GENERAL PLAN BRIDGE NO. 00276 172-417 DRAWING NO. **S-63**

NORWICH DRAWING TITLE: 05.063

GENERAL NOTES:

SITE NO. 4

BRIDGE NO. 00276

TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIAL PROVISIONS, "MAINTENANCE AND PROTECTION OF TRAFFIC" & "PROSECUTION AND PROGRESS" AND CONSTRUCTION STAGES SHOWN ON THE PLANS.

LOCATION PLAN

SCALE: 1" = 1000'

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS AND PROTECTION TO THE WORK AREAS BENEATH THE BRIDGE UTILIZING SCAFFOLDING, UNDER BRIDGE WORK PLATFORMS, SAFETY NETS, LADDERS AND UNDER BRIDGE INSPECTION EQUIPMENT AS REQUIRED. THIS WORK SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER EMPLOYED BY THE CONTRACTOR. THE DESIGN SHALL BE IN ACCORDANCE WITH THE AASHTO GUIDE SPECIFICATIONS FOR BRIDGE TEMPORARY WORKS TO SUIT THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTION. THERE WILL BE NO DIRECT PAYMENT ASSOCIATED WITH THIS WORK. THE COST OF SUCH SHALL BE CONSIDERED AS INCLUDED IN THE GENERAL COST OF THE WORK.

RAILROAD COORDINATION: WORK AT BRIDGE NO. 00286 WILL REQUIRE COORDINATION WITH NEW ENGLAND CENTRAL RAILROAD SEE CONTRACT DOCUMENTS FOR ADDITIONAL INFORMATION INCLUDING PERMISSIBLE CONSTRUCTION ACTIVITIES ADJACENT TO THE RAILROAD, INSURANCE REQUIREMENTS, AND RAILROAD CONTACT INFORMATION (SEE SPECIAL PROVISION "RAILROAD PROTECTION").

ALL WORK OVER OR NEAR WATER SHALL BE PERFORMED IN ACCORDANCE WITH OSHA REGULATIONS (SEE SPECIAL PROVISION "WATER TRANSPORTATION FOR RESCUE OPERATIONS").

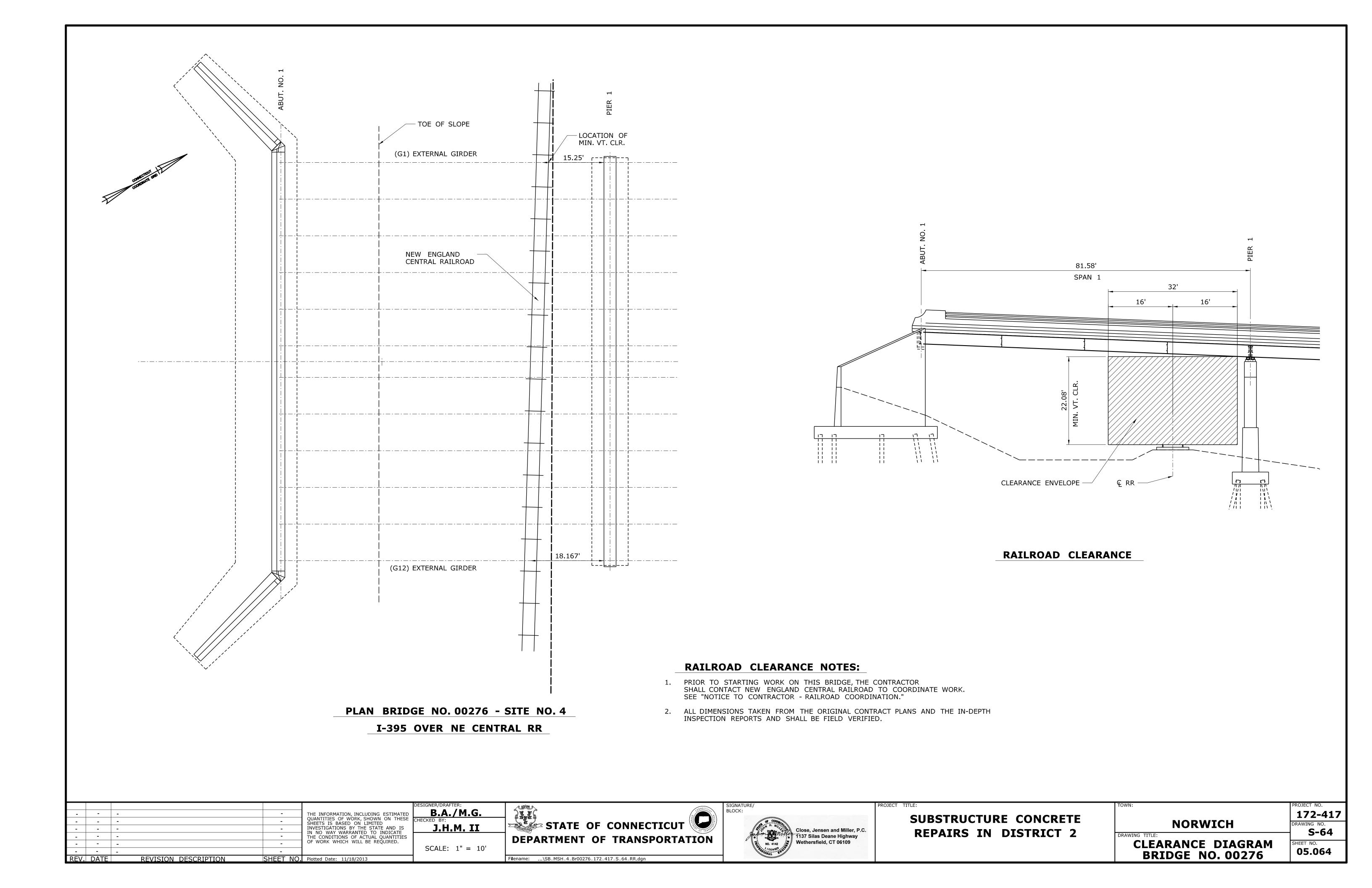
PERMITS: ALL WORK SHALL BE DONE IN ACCORDANCE WITH PERMIT REQUIREMENTS CONTAINED ELSEWHERE IN THE CONTRACT DOCUMENTS.

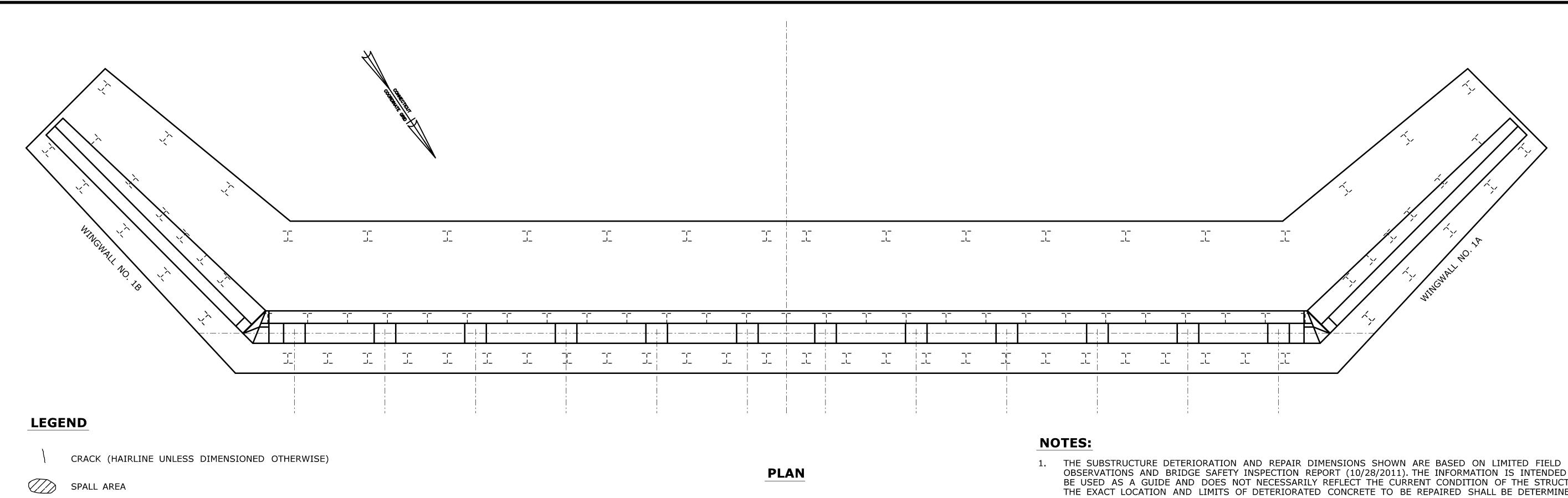
ALL STEEL ELEMENTS WITHIN THE PAINTING LIMITS OF BEAM ENDS, INCLUDING THE BEAM, BEARING STIFFENERS, CONNECTION PLATES, END DIAPHRAGMS, AND ALL ELEMENTS OF BEARINGS EXCLUDING BRONZE SURFACES SHALL BE PAINTED.

PAINT REMOVAL AND PAINTING LIMITS OF BEAMS ENDS SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "LOCALIZED PAINT REMOVAL AND FIELD PAINTING OF BEAM ENDS (SITE NO. 4)".

GENERAL DESCRIPTON OF WORK:

1. REPAIR DETERIORATED AREAS OF SUBSTRUCTURE. 2. CLEAN AND PAINT BEAM ENDS AT BOTH PIERS.





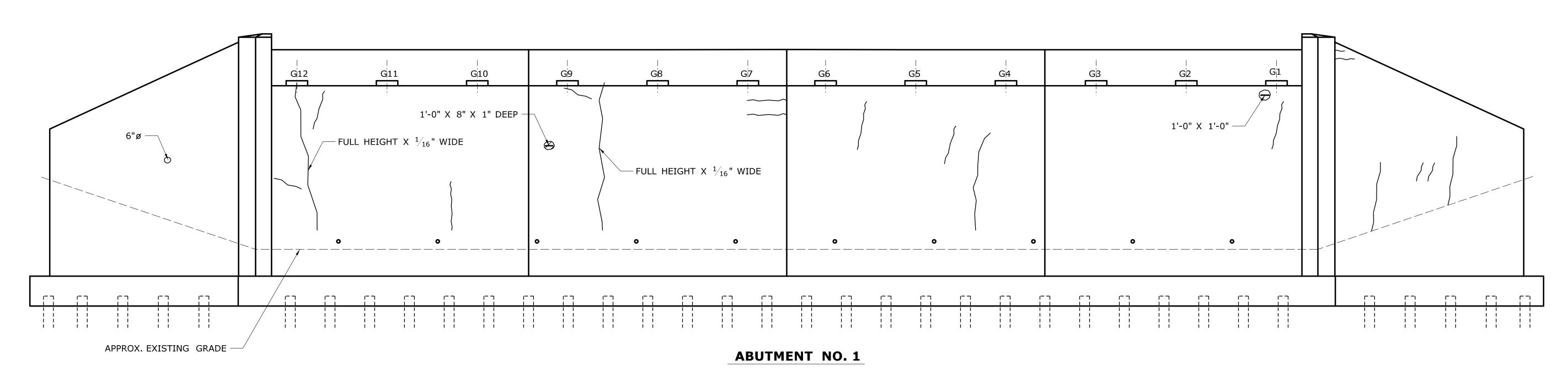
SPALL AREA WITH EXPOSED REINFORCING

SCALE AREA

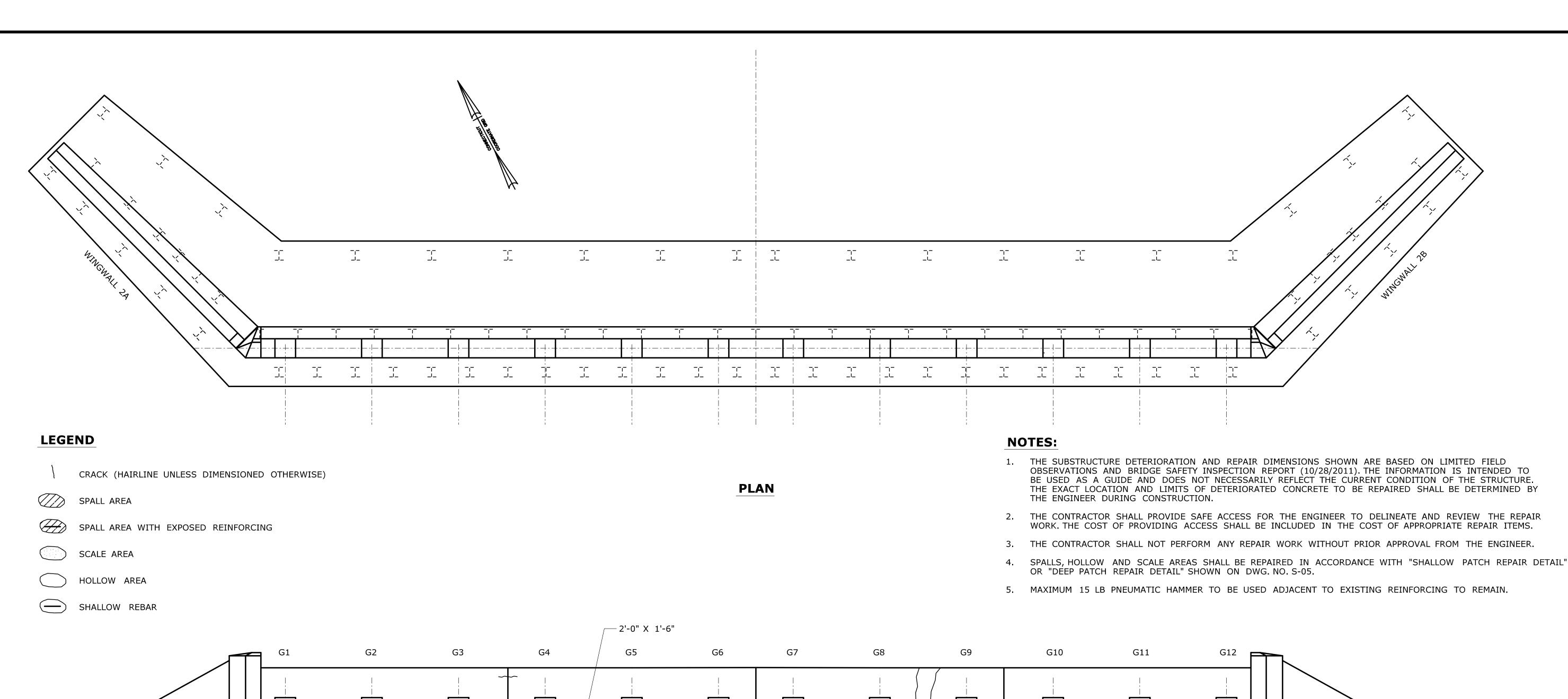
HOLLOW AREA

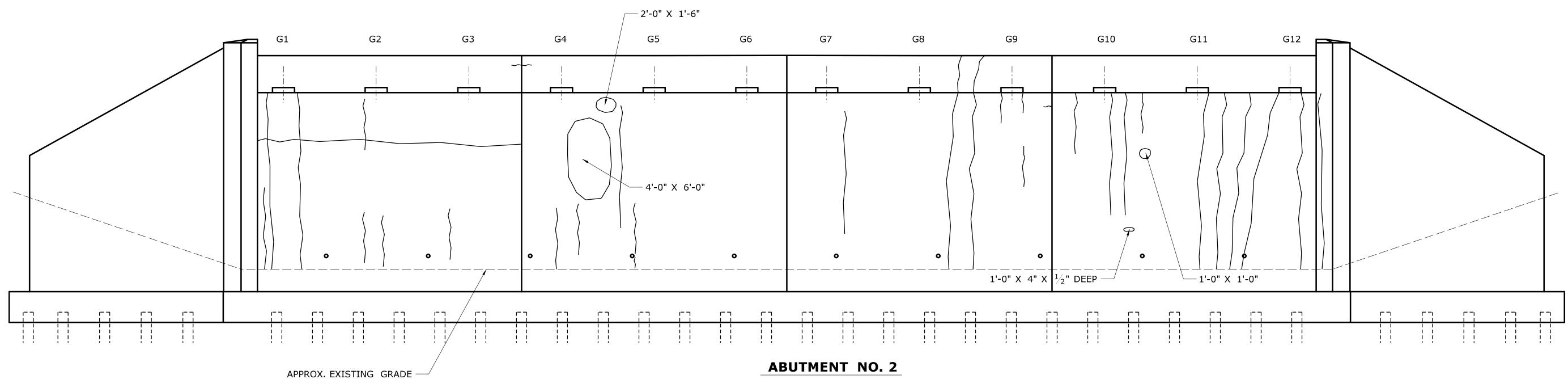
SHALLOW REBAR

- OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (10/28/2011). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
- 2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.
- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DÉEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.
- 5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.

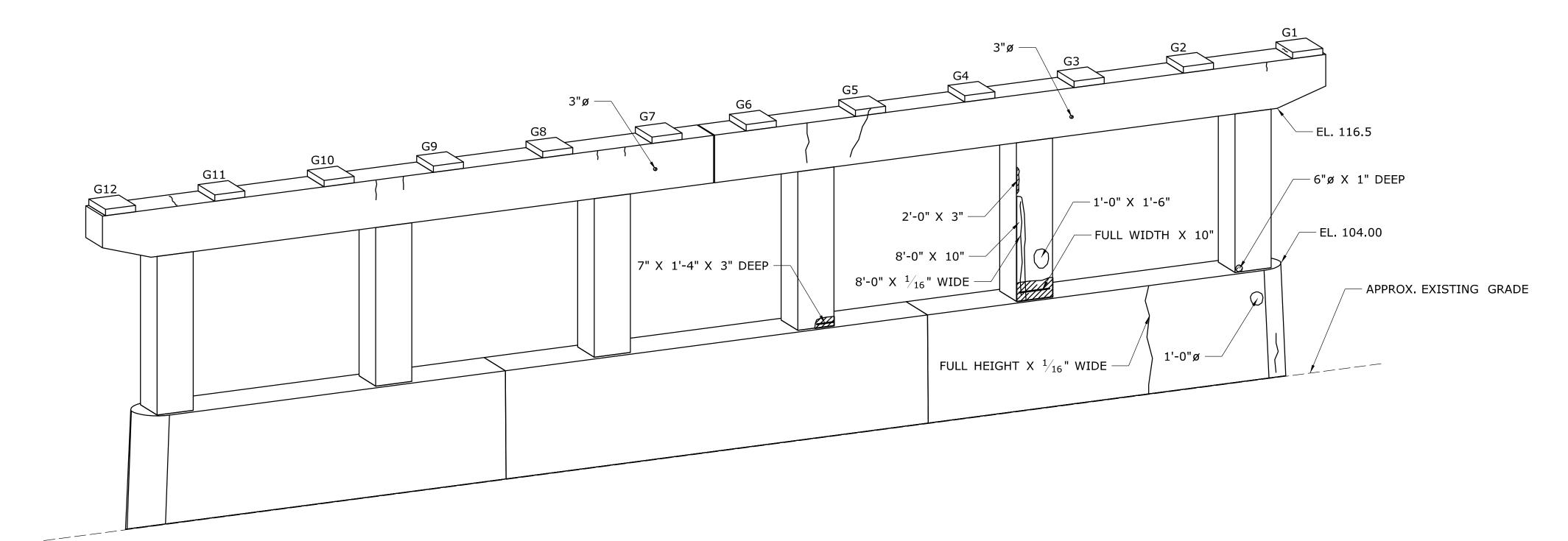


		THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. DESIGNER/DRAFTER: B.A./M.G. CHECKED BY: J.H.M. II SCALE: 3/16 " =	DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: Close, Jensen and Miller, P.C. 1137 Silas Deane Highway Wethersfield, CT 06109	SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2	NORWICH DRAWING TITLE: ABUTMENT NO. 1	PROJECT NO. 172-417 DRAWING NO. S-65 SHEET NO. 05.065
 REV. DATE	- REVISION DESCRIPTION SHEET N	O. Plotted Date: 11/18/2013	Filename:\SB_MSH_4_Br00276_172_417_S_65_ABT-1.dgn	ONAT CENSONAL		BRIDGE NO. 00276	05.065

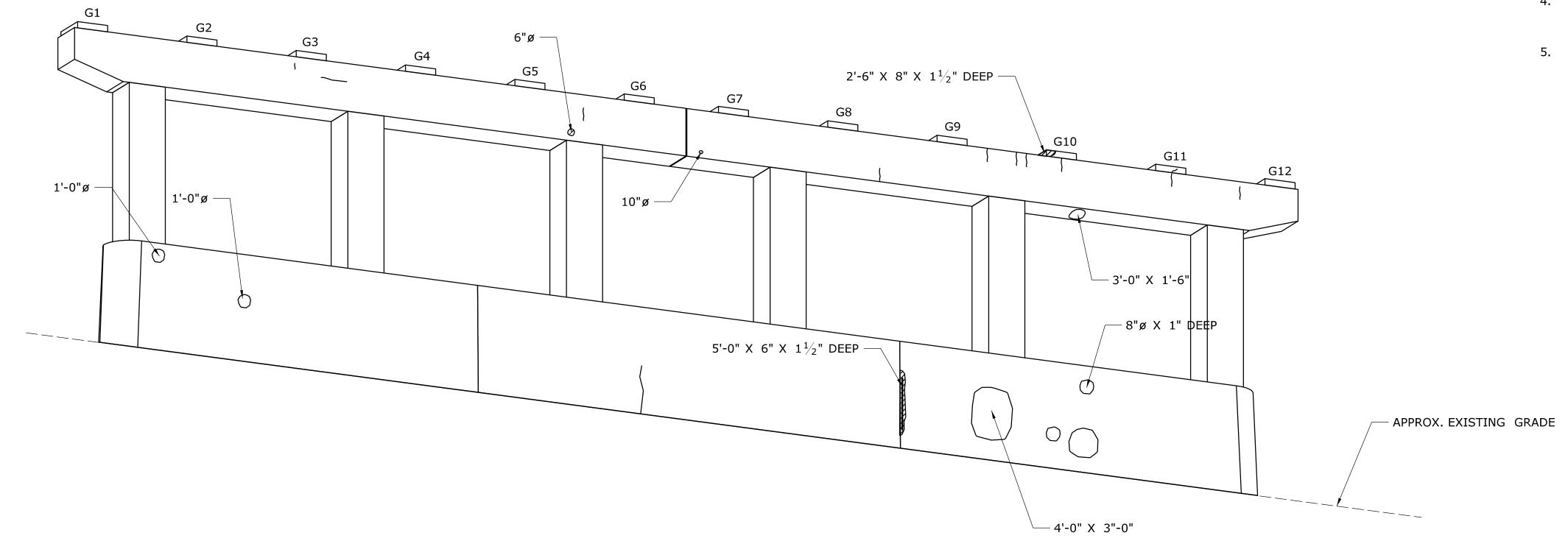




STATE OF CONNECTICUT B.A./M.G. THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. 172-417 SUBSTRUCTURE CONCRETE - - -**NORWICH** J.H.M. II Close, Jensen and Miller, P.C. 1137 Silas Deane Highway Wethersfield, CT 06109 S-66 **REPAIRS IN DISTRICT 2** _ | - | -**DEPARTMENT OF TRANSPORTATION ABUTMENT NO. 2** SCALE: $\frac{3}{16}$ " = 1'-0" 05.066 **BRIDGE NO. 00276** REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013 Filename: ...\SB_MSH_4_Br00276_172_417_S_66_ABT-2.dgn



PIER 1 - NORTH ELEVATION



LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

SPALL AREA

SPALL AREA WITH EXPOSED REINFORCING

SCALE AREA

HOLLOW AREA

SHALLOW REBAR

NOTES:

- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (10/28/2011). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
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- 5. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.

PIER 1 - SOUTH ELEVATION

					DESI
-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED	
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED	CHEC
-	-	-	-	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE	
-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES	
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.	
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/18/2013	

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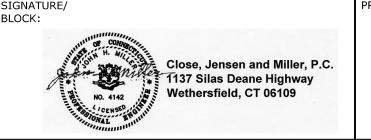
B.A./M.G.

CHECKED BY:

J.H.M. II

SCALE: $\frac{3}{16}$ " = 1'-0"





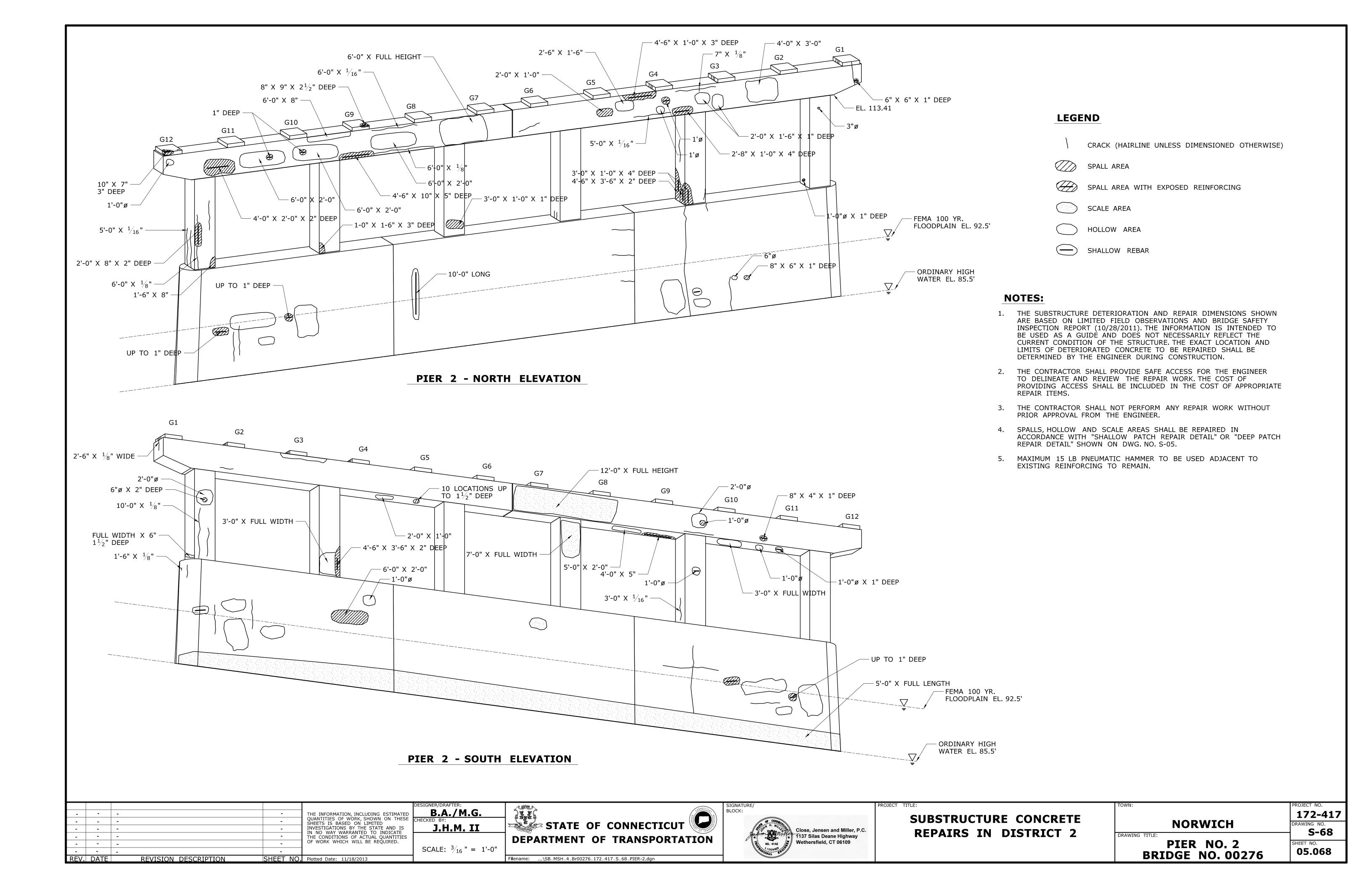
SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

		NORWICH
AWING	TITLE:	

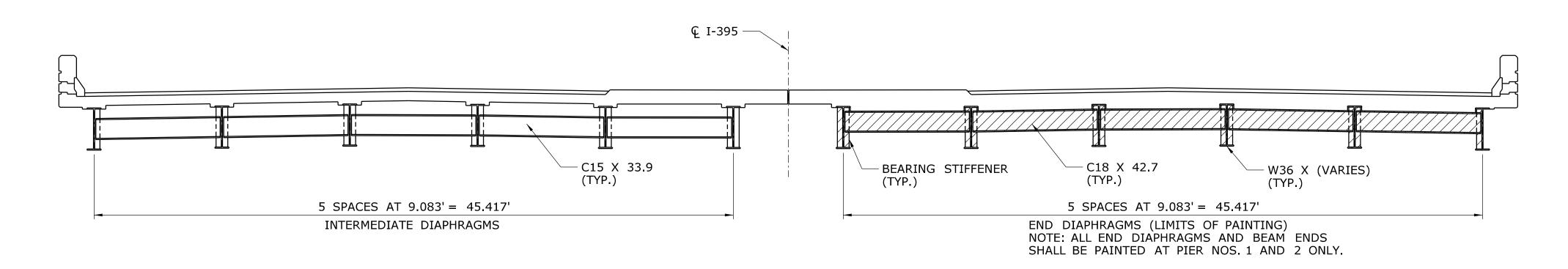
PIER NO. 1
BRIDGE NO. 00276

DRAWING NO. S-67
SHEET NO. 05.067

172-417

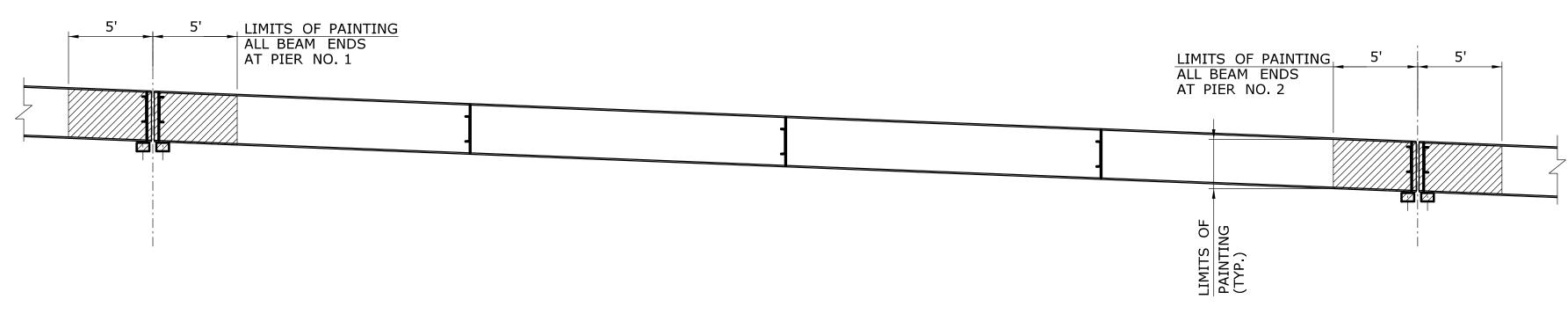


FRAMING PLAN SCALE: 1" = 20'



TYPICAL BRIDGE SECTION

SCALE: 1" = 5'



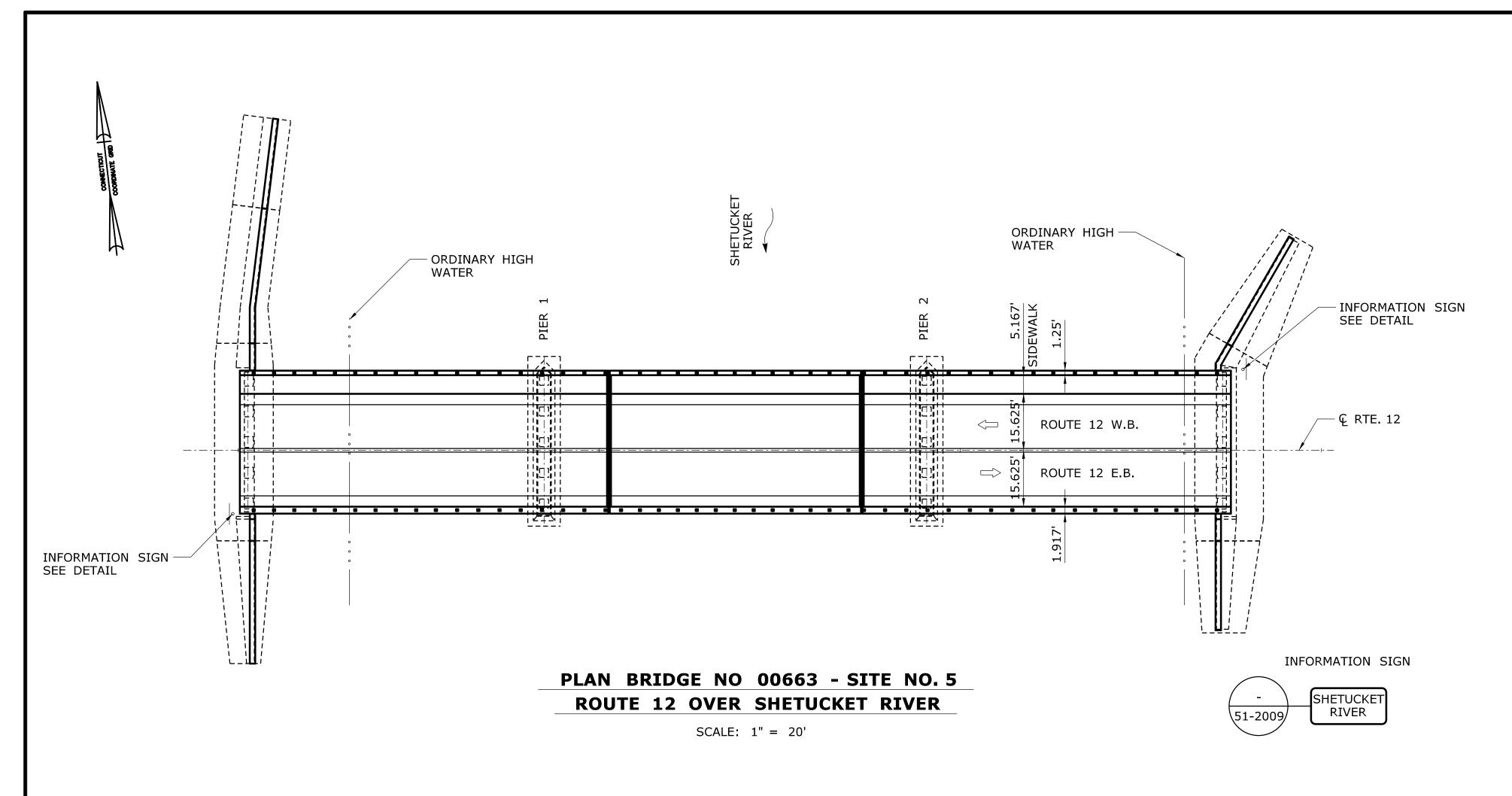
TYPICAL BEAM ELEVATION

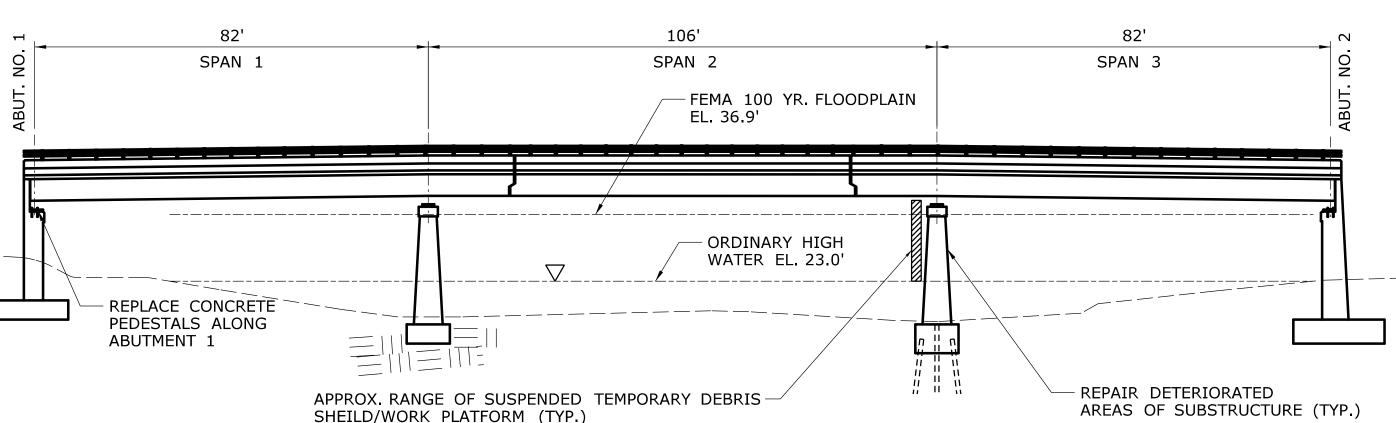
SCALE: 1" = 5'

DESIG	GNER/DRAFTER:	NNECT/C	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
THE INFORMATION, INCLUDING ESTIMATED	B.A./M.G.		BLUCK:	SUBSTRUCTURE CONCRETE		172-417
SHETTIES OF WORK, SHOWED ON THESE CHECK	LKED BY:	STATE OF CONNECTICUT	COOK THE STATE OF	SUBSTRUCTURE CUNCRETE	NORWICH	DRAWING NO.
INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE	J.H.M. II	OF TRAN	Close, Jensen and Miller, P.C.	REPAIRS IN DISTRICT 2	DRAWING TITLE:	— S-69
THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DEPARTMENT OF TRANSPORTATION	Wethersfield, CT 06109	KEI AIKS IN DISTRICT E		SHEET NO.
	SCALE AS NOTED		CENSED		BEAM PAINTING	05.069
REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013	33,122 ,13 110125	Filename:\SB_MSH_4_Br00276_172_417_S_69_PAINT.dgn	ONAL BUILD		BRIDGE NO. 00276	03.009

PAINTING NOTES:

- 1. THE PAINTING LIMITS ARE FROM THE END OF THE BEAM TO THE DISTANCE SPECIFIED ON THIS SHEET AND SHALL INCLUDE ANY EXPOSED SURFACES OF ALL STEEL ELEMENTS INCLUDING THE BEAMS, BEARING STIFFENERS, END DIAPHRAGMS AND ALL ELEMENTS OF STEEL BEARINGS.
- 2. THE COLOR OF THE TOP COAT ON THE STRUCTURAL STEEL SHALL MATCH EXISTING AS CLOSELY AS PRACTICABLE.
- 3. PAINT REMOVAL AND PAINTING OF THE DELINEATED AREAS SHALL BE INCLUDED UNDER THE PAY ITEM "LOCALIZED PAINT REMOVAL AND FIELD PAINTING OF BEAM ENDS (SITE NO. 4)".





NOTES:

REV. DATE

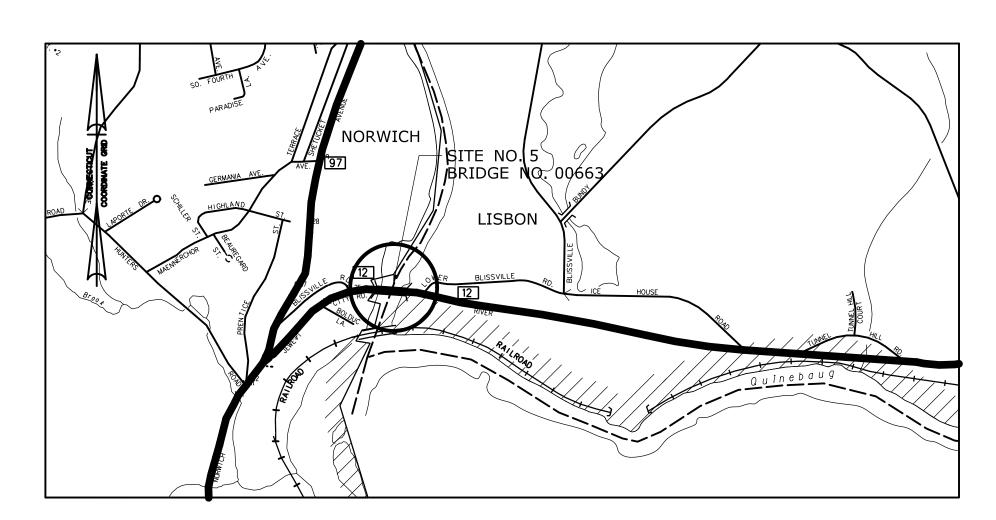
- 1. ENTIRE STRUCTURE WITHIN FEMA FLOODWAY AND FEMA 100 YEAR FLOODPLAIN,
- AND EXTEND BEYOND THE LIMITS OF THIS PLAN.

REVISION DESCRIPTION

- 2. VERTICAL DATUM BASED ON NGVD 1929. 3. ALL REPAIRS SHALL BE ABOVE THE ORDINARY HIGH WATER ELEVATION.
- 4. ALL TEMPORARY FACILITIES AND EQUIPMENT BELOW THE 100 YEAR FLOOD ELEVATION WILL BE SUBJECT TO REMOVAL IN THE EVENT OF A FLOOD WARNING. THIS REMOVAL SHALL BE PERFORMED UNDER AN APPROPRIATE EVACUATION PLAN TO BE APPROVED BY THE ENGINEER.

ELEVATION

SCALE: 1'' = 20'



LOCATION PLAN

SCALE: 1" = 1000'

GENERAL NOTES:

TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIAL PROVISIONS, "MAINTENANCE AND PROTECTION OF TRAFFIC" & "PROSECUTION AND PROGRESS" AND CONSTRUCTION STAGES SHOWN ON THE PLANS.

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ALL WORK OVER OR NEAR WATER SHALL BE PERFORMED IN ACCORDANCE WITH OSHA REGULATIONS (SEE SPECIAL PROVISION "WATER TRANSPORTATION FOR RESCUE OPERATIONS").

PERMITS: ALL WORK SHALL BE DONE IN ACCORDANCE WITH PERMIT REQUIREMENTS CONTAINED ELSEWHERE IN THE CONTRACT DOCUMENTS.

GENERAL DESCRIPTON OF WORK:

1. REPAIR DETERIORATED AREAS OF SUBSTRUCTURE.
2. REPLACE ALL CONCRETE PEDESTALS ALONG ABUTMENT NO. 1.
PAID FOR UNDER ITEM "REPAIR OF BEARING PAD"

				C
-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE C SHEETS IS BASED ON LIMITED
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-	-	-	-	OF WORK WHICH WILL BE REQUIRED.
-	_	-	-	

SHEET NO. Plotted Date: 11/18/2013

DESIGNER/DRAFTER:

B.A./M.G.

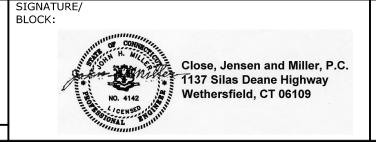
CHECKED BY:

J.H.M. II

SCALE AS NOTED



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SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

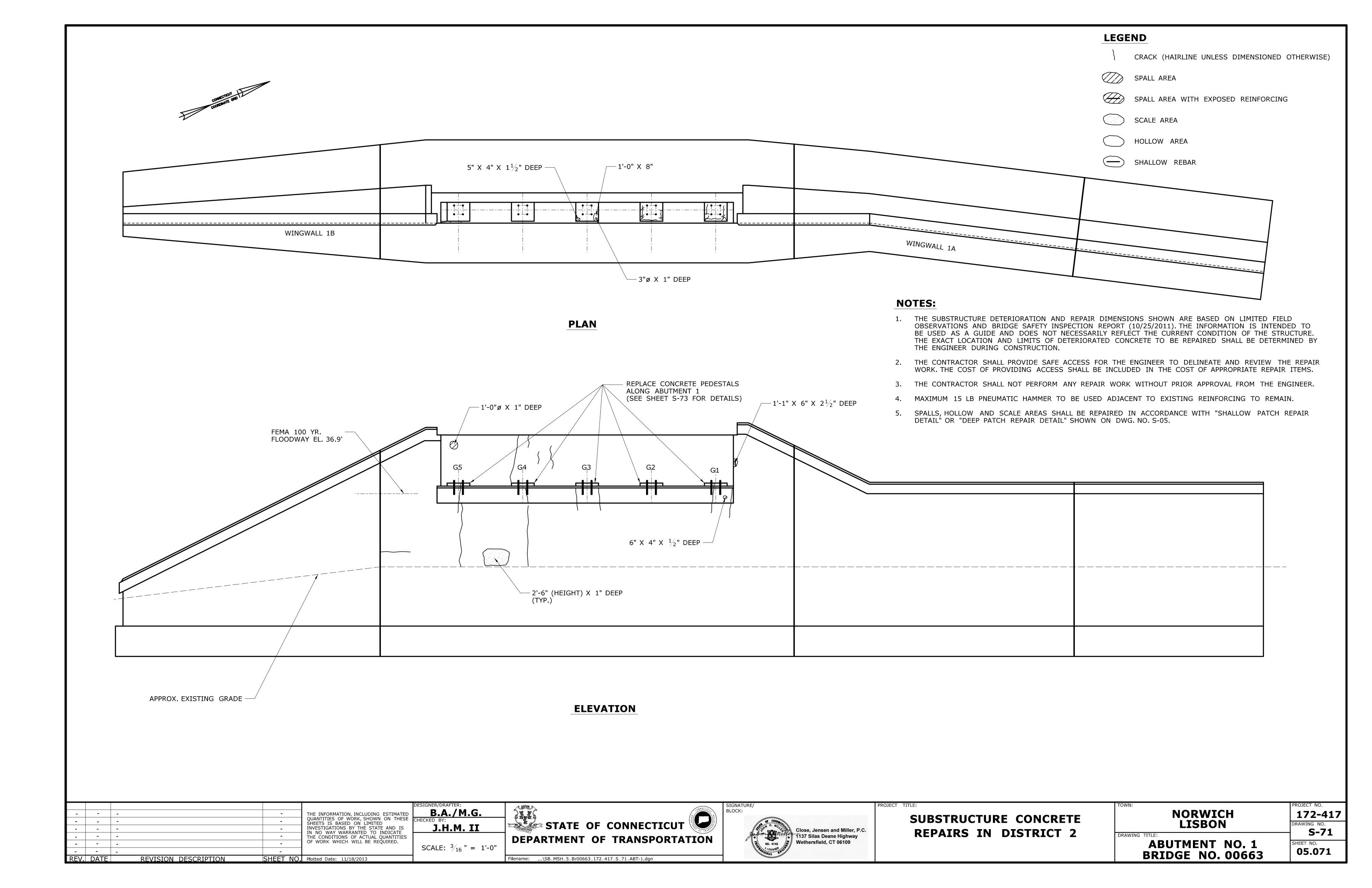
NORWICH LISBON

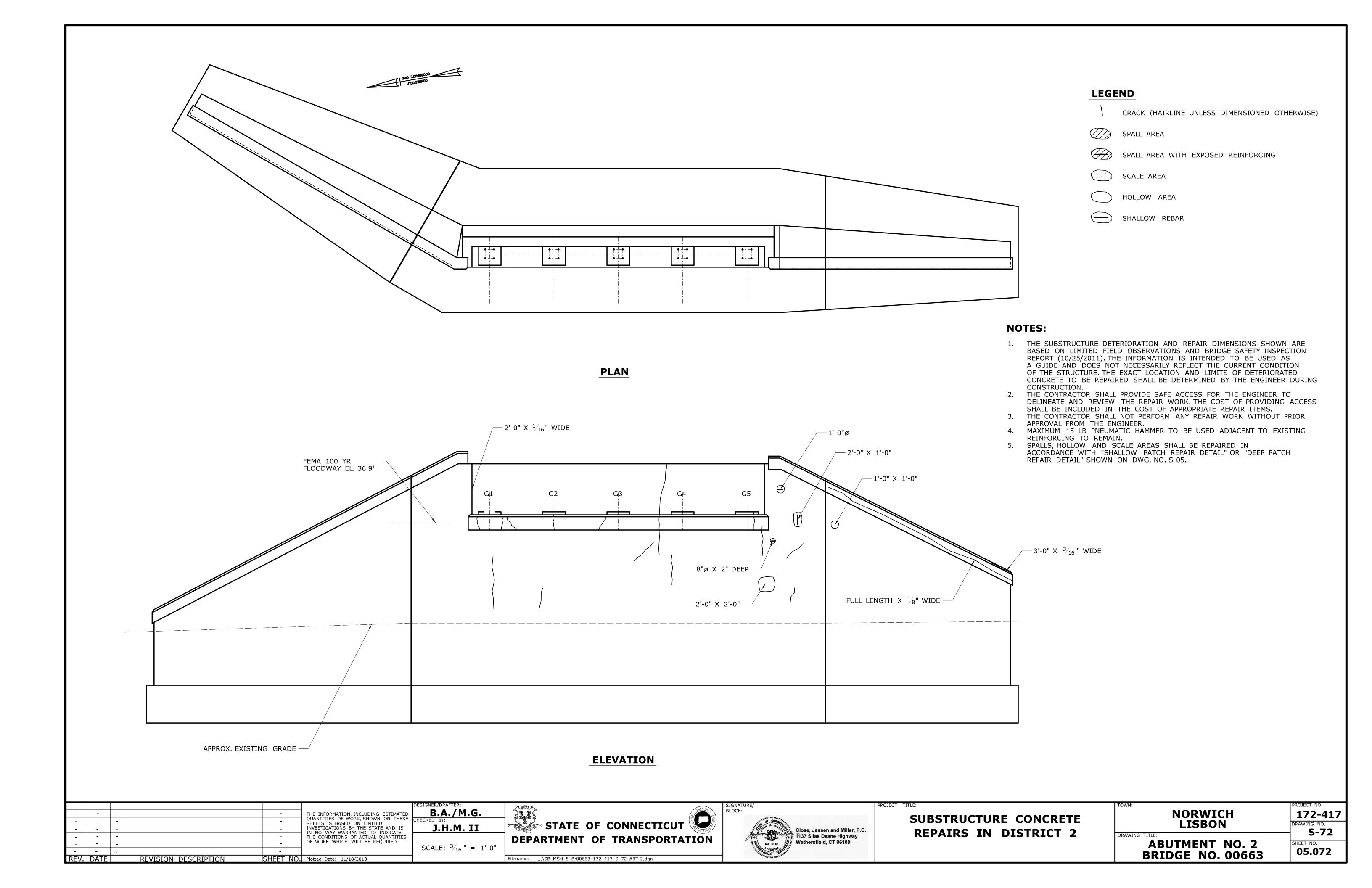
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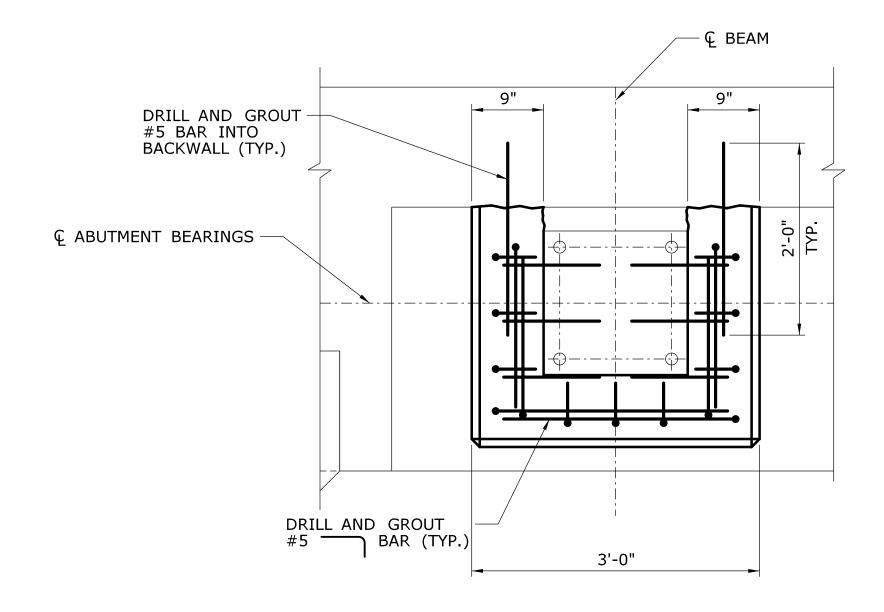
DRAWING NO.
S-70
SHEET NO.
05.070

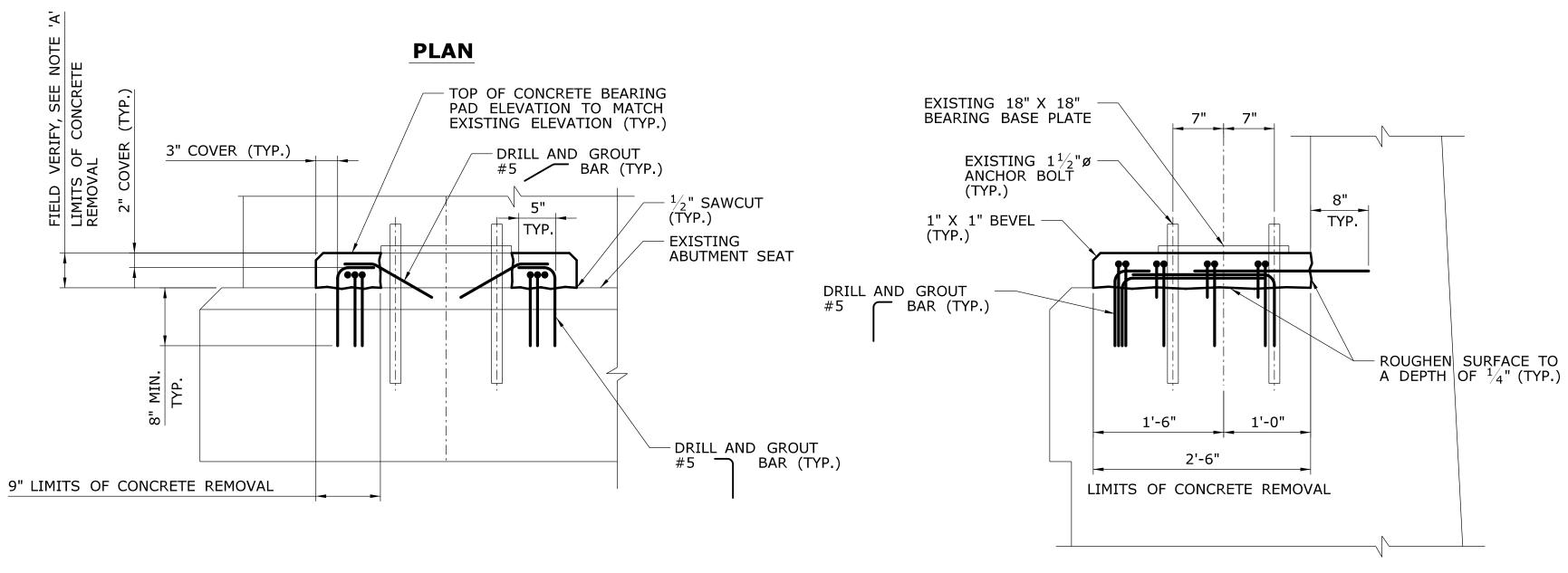
172-417

GENERAL PLAN BRIDGE NO. 00663







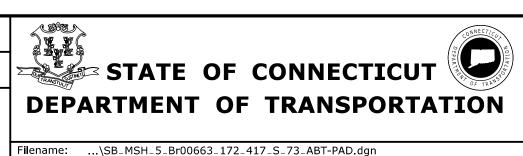


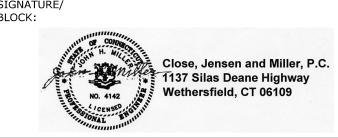
SECTION ELEVATION

NOTE: WORK SHOWN TO REPAIR THE CONCRETE MASONRY BEARING PADS SHALL BE PAID FOR UNDER THE ITEM "REPAIR OF BEARING PAD" (SEE SPECIAL PROVISION).

-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
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-	-	-	-	OF WORK WHICH WILL BE REQUIRED.
-	-	-	-	
DE\/	DVTE	DEVISION DESCRIPTION	SHEET NO	Plotted Date: 11/18/2013

B.A./M.G. J.H.M. II SCALE: 1" = 1'-0"





SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

NORWICH LISBON

172-417 S-73

PAD REPAIRS **BRIDGE NO. 00663**

05.073

CONCRETE BEARING PAD REPAIR NOTES:

DAMAGING EXISTING REINFORCING TO REMAIN WHILE REMOVING

NEW WORK SHALL BE THOROUGHLY CLEANED PRIOR TO PLACEMENT

CONCRETE AND DRILLING HOLES FOR PROPOSED REINFORCING

4. MAXIMUM 15 POUND PNEUMATIC HAMMER TO BE USED ADJACENT

5. ALL EXPOSED REINFORCING, IF ENCOUNTERED, INTEGRATED INTO

CONCRETE SHALL BE A 4000 PSI CONTRACTOR DESIGNED MIX

8. THE COST OF SAWCUTTING, ROUGHENING EXISTING CONCRETE, CONCRETE REMOVAL, FORMING AND PLACING CONCRETE,

7. ALL PROPOSED PAD REINFORCING SHALL CONFORM TO

SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM

ASTM A615 GRADE 60 - EPOXY COATED.

25% OF THE BEARING AREA AT ONE TIME.

THE #5 BARS CAN NOT BE PROVIDED.

WITH A MAXIMUM 3/8" SIZE AGGREGATE (SEE SPECIAL PROVISION

REINFORCING BARS, DRILLING AND GROUTING REINFORCING BARS

IF DETERIORATION EXISTS BELOW BEARING IT MAY BE REMOVED

AND REPAIRED IN STAGES BY UNDERMINING NO MORE THAN

THE ENGINEER SHALL BE NOTIFIED IF THE 2" TOP COVER TO

1. SAW CUT AND REMOVE CONCRETE WITH IN THE LIMITS SHOWN.

2. SEE EXISTING FRAMING PLAN AND FIXED BEARING SHEETS FOR

3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID

ADDITIONAL EXISTING DETAILS.

TO REINFORCING TO REMAIN.

"REPAIR OF BEARING PAD").

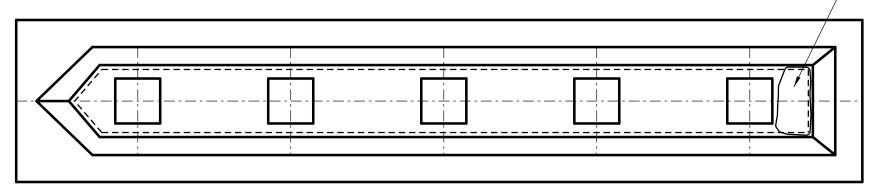
"REPAIR OF BEARING PAD".

NOTE 'A':

INSTALLATION.

OF NEW CONCRETE.





PLAN

LEGEND

- 2'-3" X 3'-0" X 2" DEEP

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

SPALL AREA

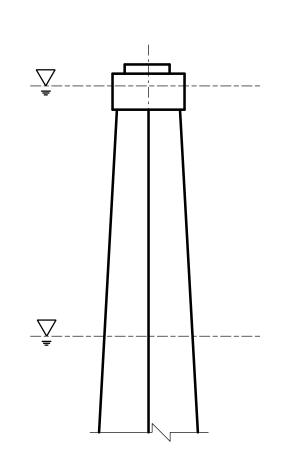
SPALL AREA WITH EXPOSED REINFORCING

SCALE AREA

HOLLOW AREA

SHALLOW REBAR

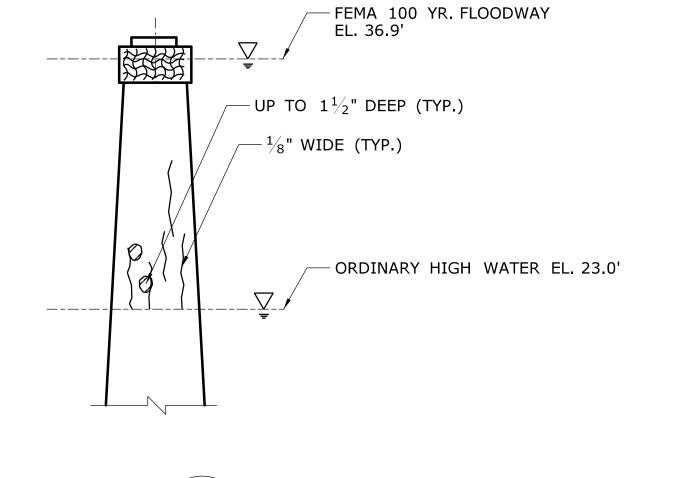
MAP CRACKS





FULL HEIGHT X 1/4" WIDE (SEE NOTE 5) G1 G2 G3 G4 G5 1'-6" X 6" X 4" DEEP 2'-0" X 1/0" X 5" DEEP ORDINARY HIGH WATER EL. 23.0'

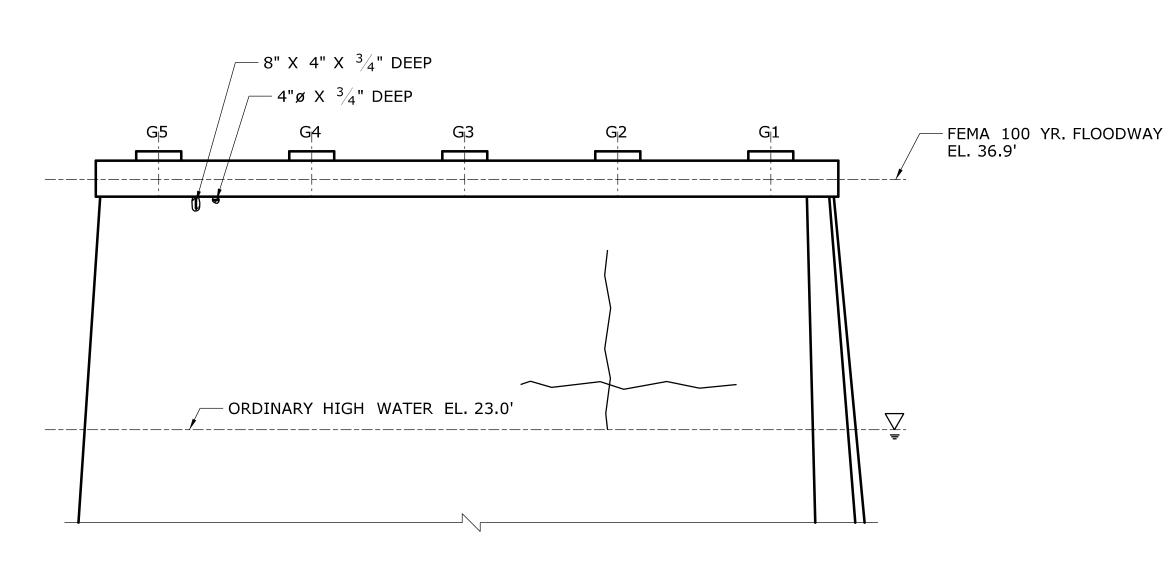
WEST ELEVATION



NOTES:

REV. DATE

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- 5. CRACK SHALL BE REPAIRD IN ACCORDANCE WITH "EPOXY INJECTION CRACK REPAIR" SHOWN ON DWG. NO. S-04.
- 6. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.



EAST ELEVATION

					D
-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED	
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SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

DESIGNER/DRAFTER:

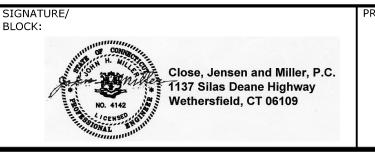
B.A./M.G.

CHECKED BY:

J.H.M. II

SCALE: 3/16 " = 1'-0"



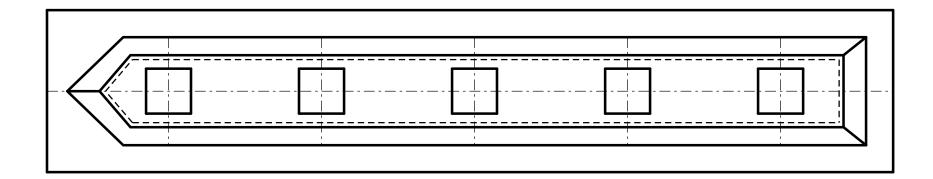


SUBSTRUCTURE CONCRETE	
REPAIRS IN DISTRICT 2	

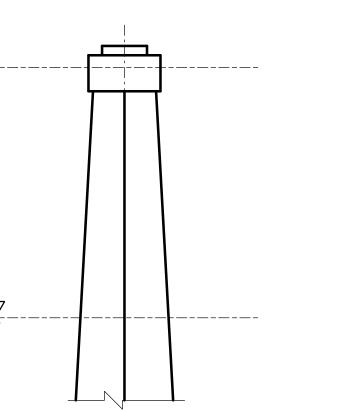
SECTION

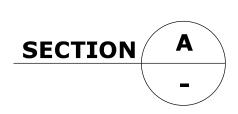
	PROJECT NO.
NORWICH	172-417
LISBON	DRAWING NO.
ING TITLE:	S-74
PIER NO. 1	SHEET NO.
BRIDGE NO. 00663	05.074



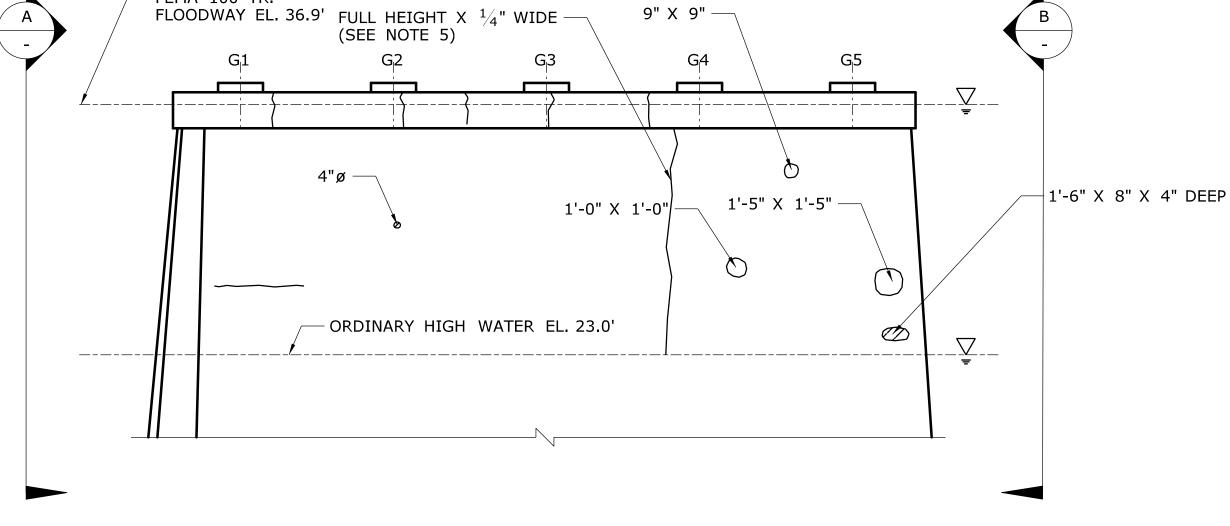


PLAN

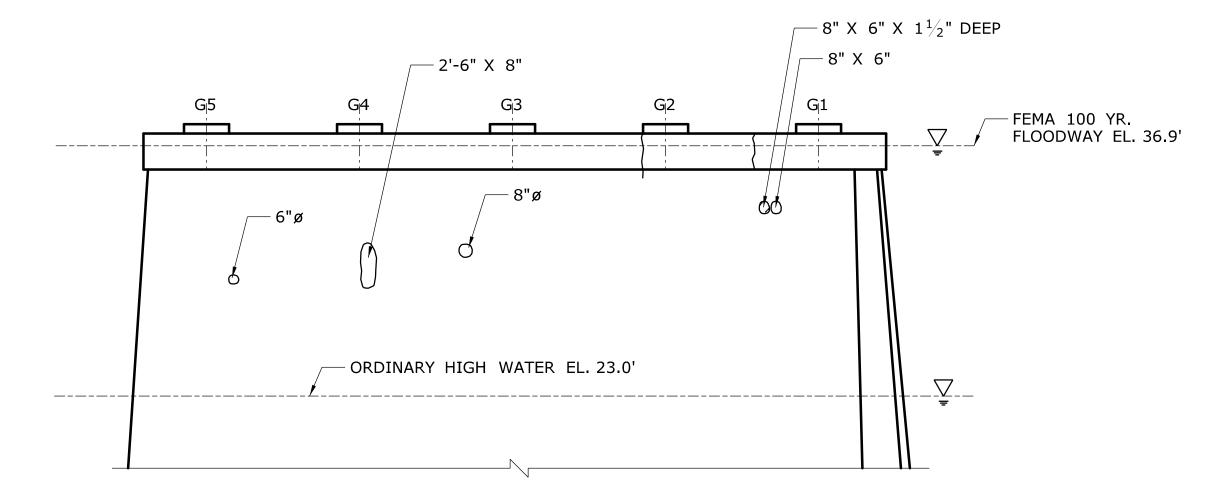




SHEET NO. Plotted Date: 11/18/2013



WEST ELEVATION



EAST ELEVATION

NOTES:

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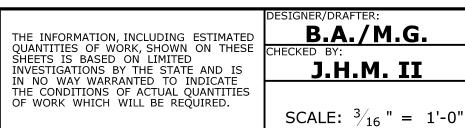
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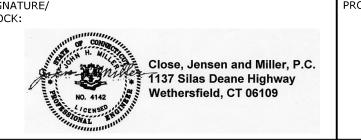
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- 2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.
- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.
- 5. CRACK SHALL BE REPAIRD IN ACCORDANCE WITH "EPOXY INJECTION CRACK REPAIR" SHOWN ON DWG. NO. S-04.
- 6. MAXIMUM 15 LB PNEUMATIC HAMMER TO BE USED ADJACENT TO EXISTING REINFORCING TO REMAIN.

REVISION DESCRIPTION







SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

	PROJECT NO.
NORWICH	172-417
LISBON	DRAWING NO.
NG TITLE:	─ S-75
PIER NO. 2 BRIDGE NO. 00663	SHEET NO. 05.075

BRIDGE NO. 00663

LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

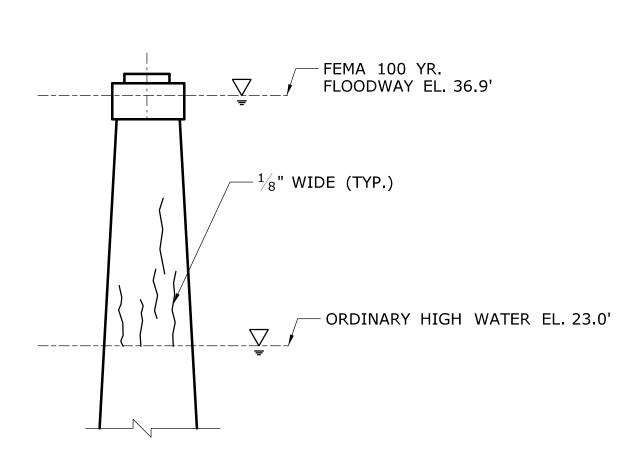
SPALL AREA

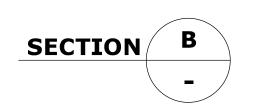
SPALL AREA WITH EXPOSED REINFORCING

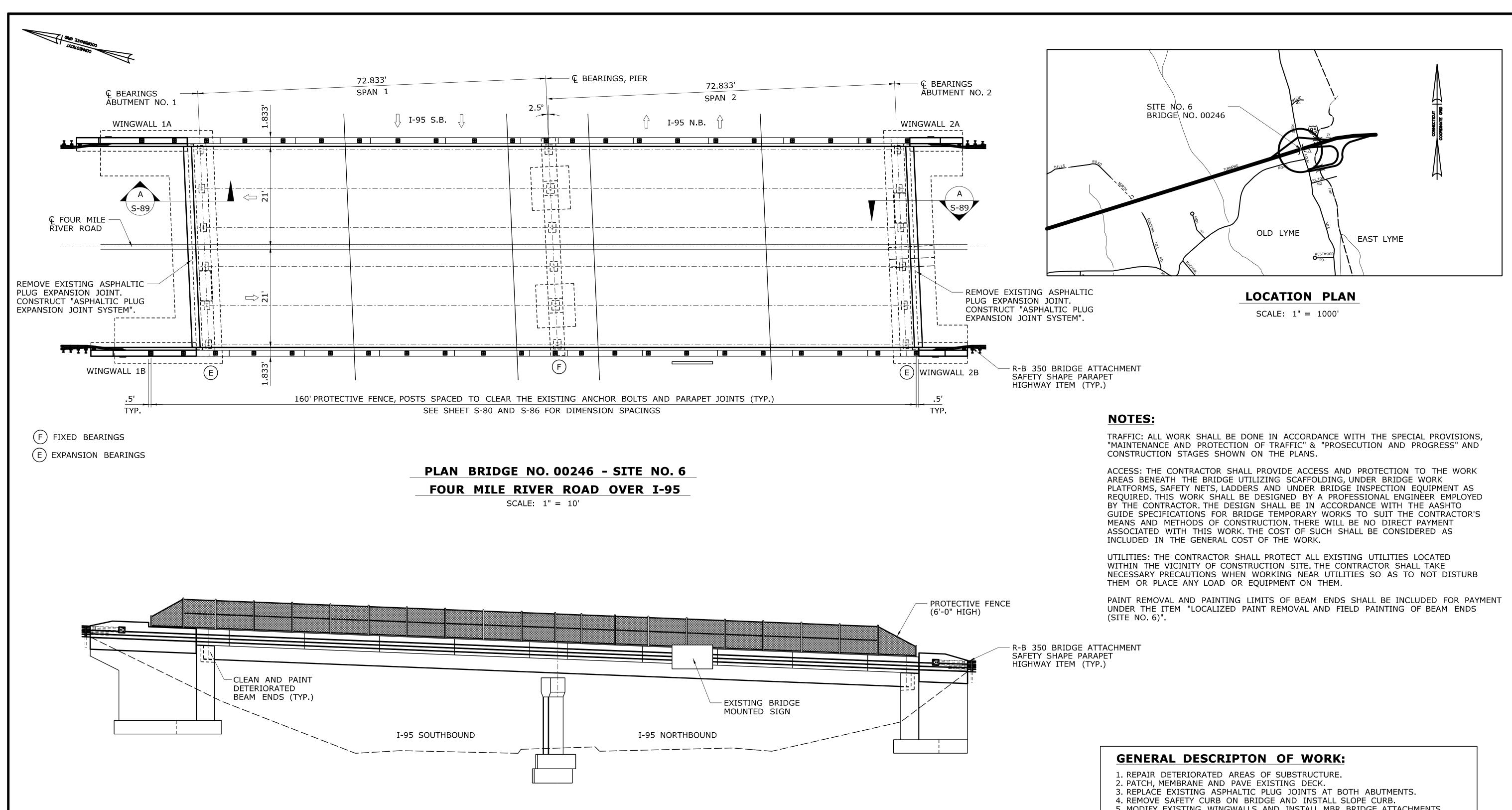
SCALE AREA

HOLLOW AREA

SHALLOW REBAR





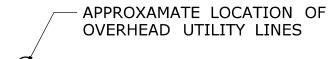


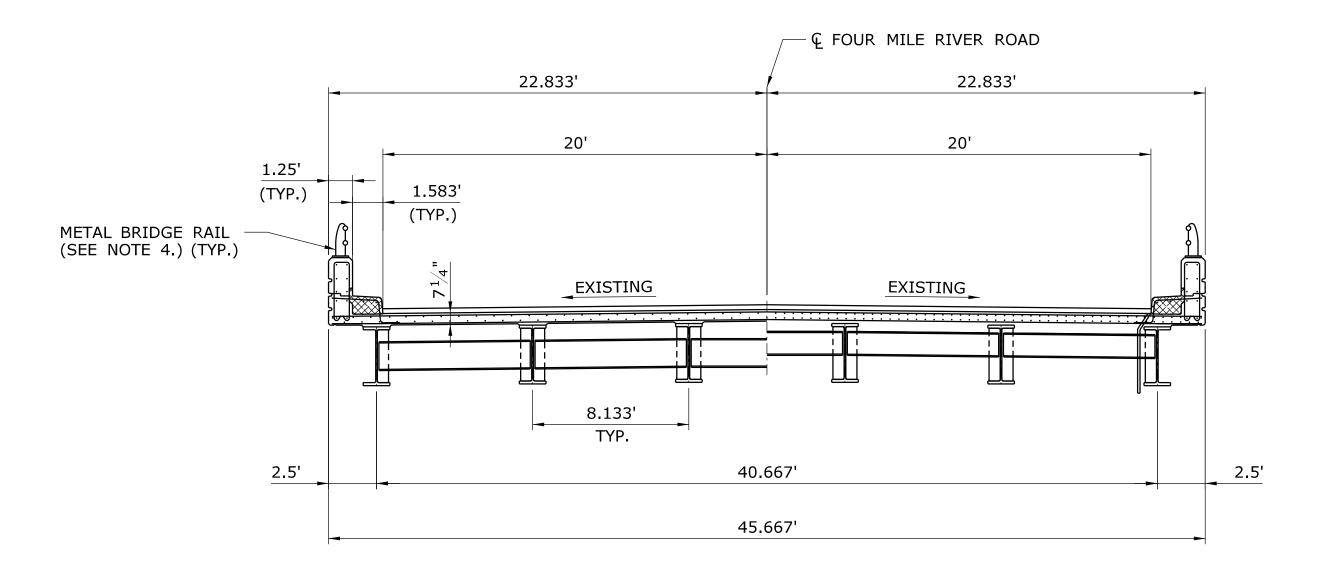
- 5. MODIFY EXISTING WINGWALLS AND INSTALL MBR BRIDGE ATTACHMENTS.
- 6. REPLACE EXISTING EXPANSION BEARINGS AT BOTH ABUTMENTS.
- 7. CONSTRUCT CONCRETE KEEPER BLOCK AT BOTH ABUTMENTS.
- 8. CLEAN AND PAINT BEAM ENDS.
- 9. REMOVE EXISTING METAL BRIDGE RAIL AND INSTALL NEW PROTECTIVE FENCE

		DESIGNER/DRAFTER:	A SECTION OF THE PROPERTY OF T	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
	- THE INFORMATION, INCLUE	DING ESTIMATED B.A./M.G.	CONNECTICION DE LA CONNECTICION	BLOCK:	SUBSTRUCTURE CONCRETE		172-417
I - - -	SHEETS IS BASED ON LII	MITED CHECKED BY:		COOK COOK	SUBSTRUCTURE CONCRETE	OLD LYME	DRAWING NO.
	- INVESTIGATIONS BY THE	STATE AND IS J.H.M. II	STATE OF CONNECTICUT	Close, Jensen and Miller, P.C.	DEDATES IN DISTRICT 2	OLD LIME	S-76
	THE CONDITIONS OF ACTU		DEPARTMENT OF TRANSPORTATION	1137 Silas Deane Highway	REPAIRS IN DISTRICT 2	DRAWING TITLE:	J 3-70
	_ OF WORK WHICH WILL BE		DEPARTMENT OF TRANSPORTATION	No. 4142 Wethersfield, CT 06109		GENERAL PLAN	SHEET NO.
	<u>-</u>	SCALE AS NOTED		CENSER		BRIDGE NO. 00246	05.076
REV. DATE	REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013		Filename:\SB_MSH_6_Br00246_172_417_S_76_GPN.dgn	· annum		BRIDGE NO. 00240	

ELEVATION

SCALE: 1" = 10'

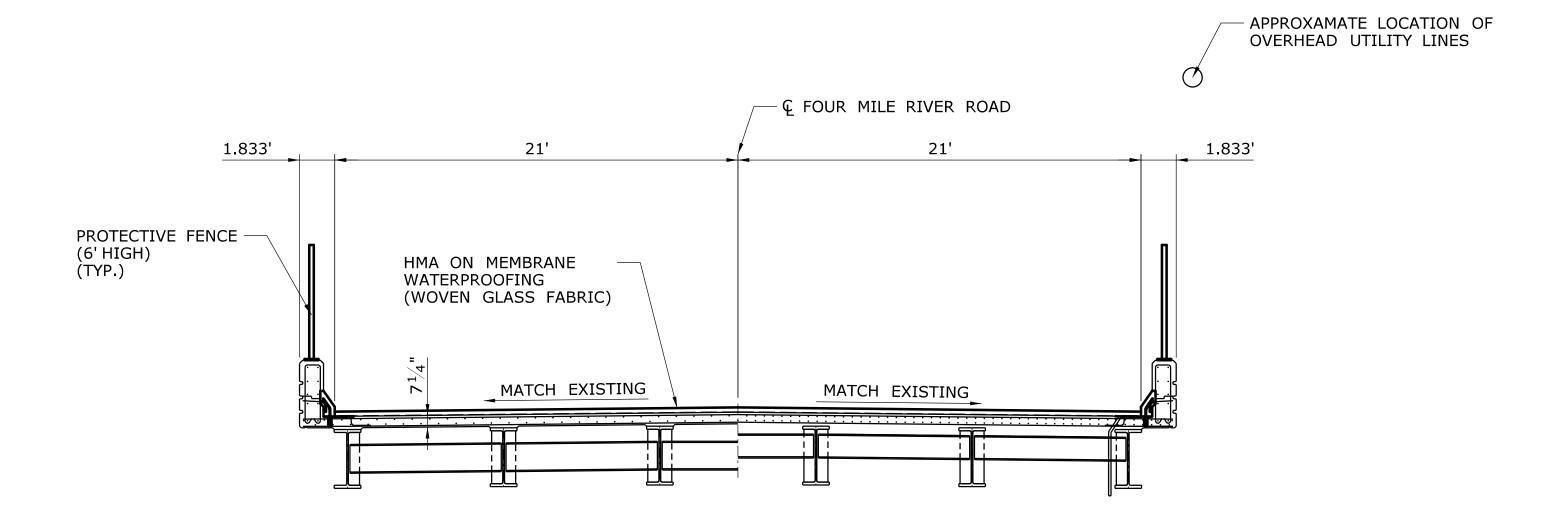




SEE TRAFFIC SHEETS FOR STAGE CONSTRUCTION MPT REQUIREMENTS

EXISTING CROSS SECTION

SCALE: 1'' = 5'



PROPOSED CROSS SECTION

SCALE: 1'' = 5'

- 1. BITUMINOUS CONCRETE OVERLAY: THIS SHALL CONSIST OF TWO LIFTS. THE FIRST SHALL BE 1 INCH THICK OF HMA S0.25 AND THE SECOND SHALL BE HMA S0.5 TO MATCH EXISTING ELEVATIONS.
- 2. UTILITIES: THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES LOCATED WITHIN THE VICINITY OF CONSTRUCTION SITE. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN WORKING NEAR UTILITIES SO AS TO NOT DISTURB THEM OR PLACE ANY LOAD OR EQUIPMENT ON THEM.
- 3. SEE TRAFFIC SHEETS FOR MAINTENANCE AND PROTECTION OF TRAFFIC PLANS.
- 4. EXISTING METAL BRIDGE RAIL SHALL BE REMOVED UNDER ITEM "MODIFY BRIDGE PARAPET" (SEE SPECIAL PROVISION). NOTE REMOVAL OF THE CAULKING AROUND THE BRACKETS OF METAL RAILING REQUIRES "ASBESTOS ABATEMENT", AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ASBESTOS ABATEMENT SPECIAL PROVISION CONTAINED ELSEWHERE IN THE CONTRACT DOCUMENTS.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. _ | - | -_ | - | -- - - -

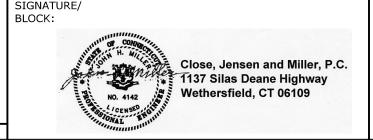
SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

REV. DATE

B.A./M.G. J.H.M II SCALE AS NOTED



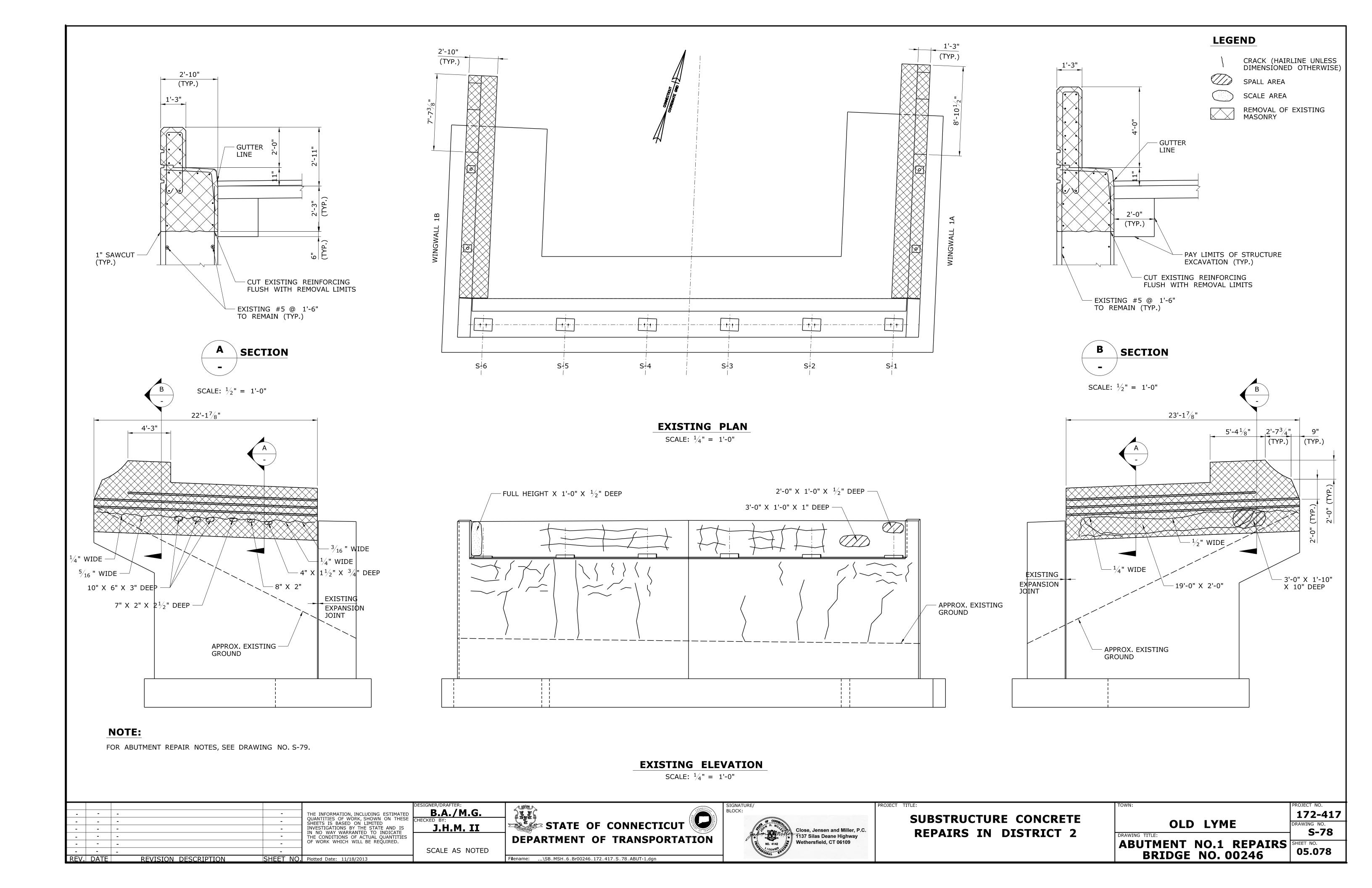


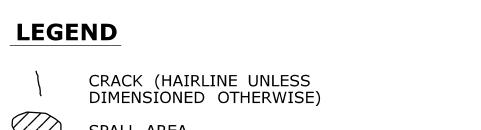
SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

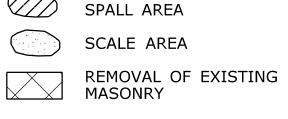
OLD LYME

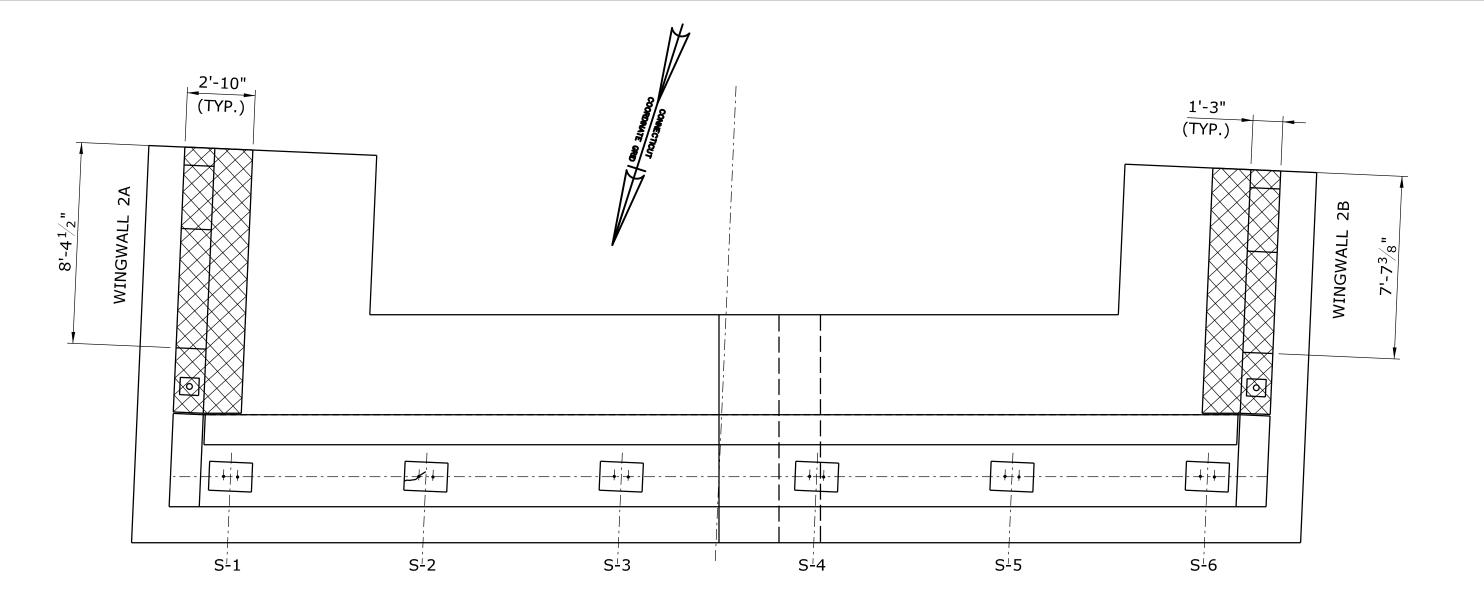
172-417 DRAWING NO. **S-77**

CROSS SECTION BRIDGE NO. 00246 05.077



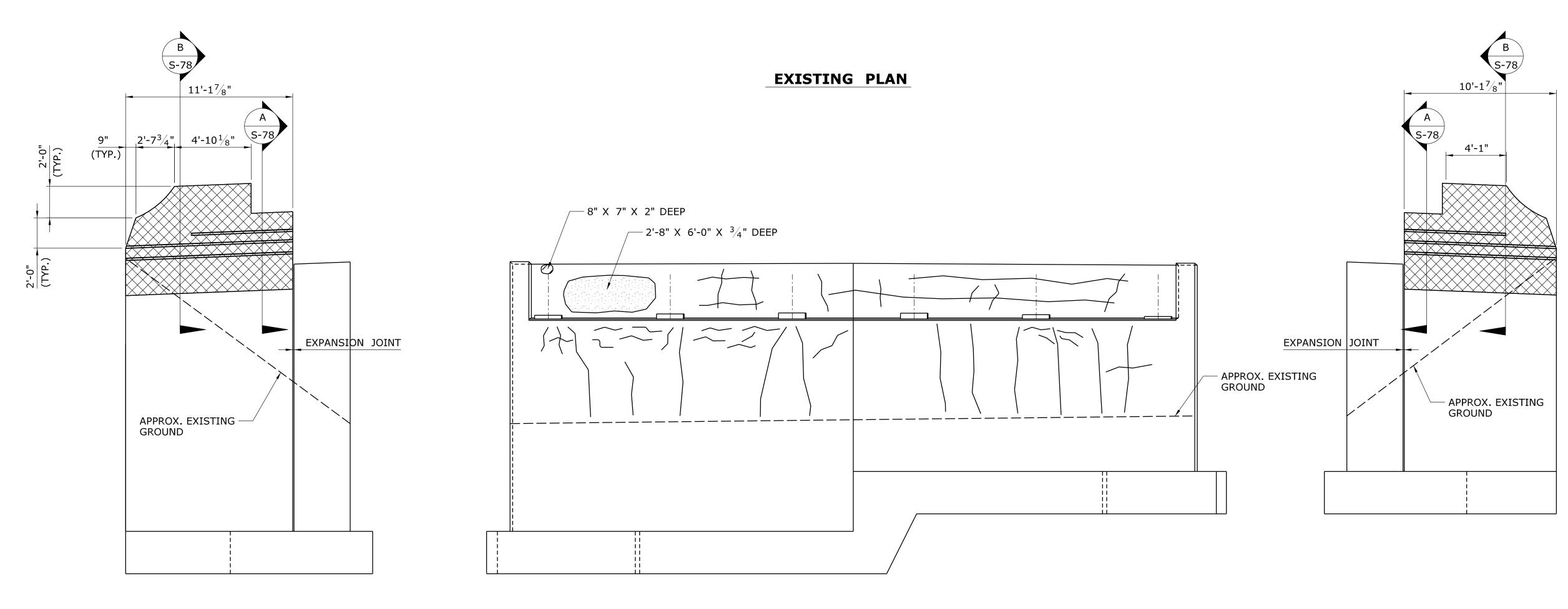






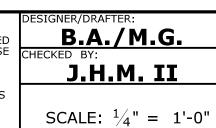
NOTES:

- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (02/04/2013). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
- THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.
- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. SPALLS, HOLLOW AND SCALE AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.
- 5. PARTIAL REMOVAL OF THE EXISTING WINGWALLS TO BE PAID FOR UNDER THE ITEM "REMOVAL OF EXISTING MASONRY".
- 6. PROVIDE A 1" SAWCUT ON ALL EXPOSED SURFACES OF THE WINGWALLS TO DELINEATE THE PORTION OF CONCRETE TO BE REMOVED. THIS WORK SHALL BE PAID FOR UNDER THE ITEM "REMOVAL OF EXISTING MASONRY".
- 7. DO NOT DAMAGE EXISTING REINFORCING STEEL TO REMAIN DURING THE REMOVAL OPERATION.
- 8. ALL EXPOSED REINFORCING INTEGRATED INTO NEW WORK SHALL BE THOROUGHLY CLEANED PRIOR TO PLACEMENT OF NEW CONCRETE.

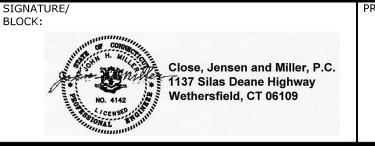


EXISTING ELEVATION

-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
-	-	-	-	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE
-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.
-	-	-	-	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/18/2013







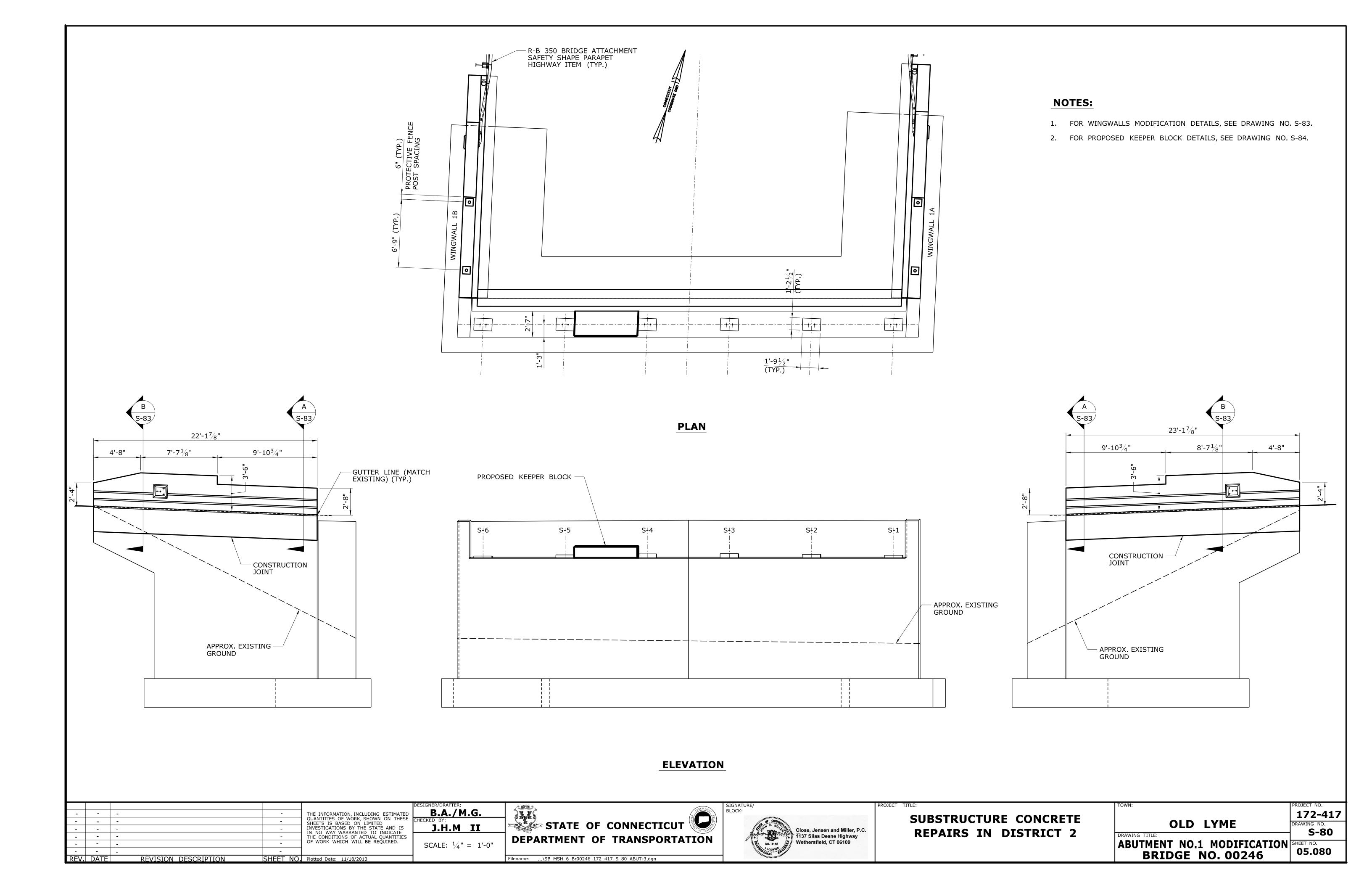
SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

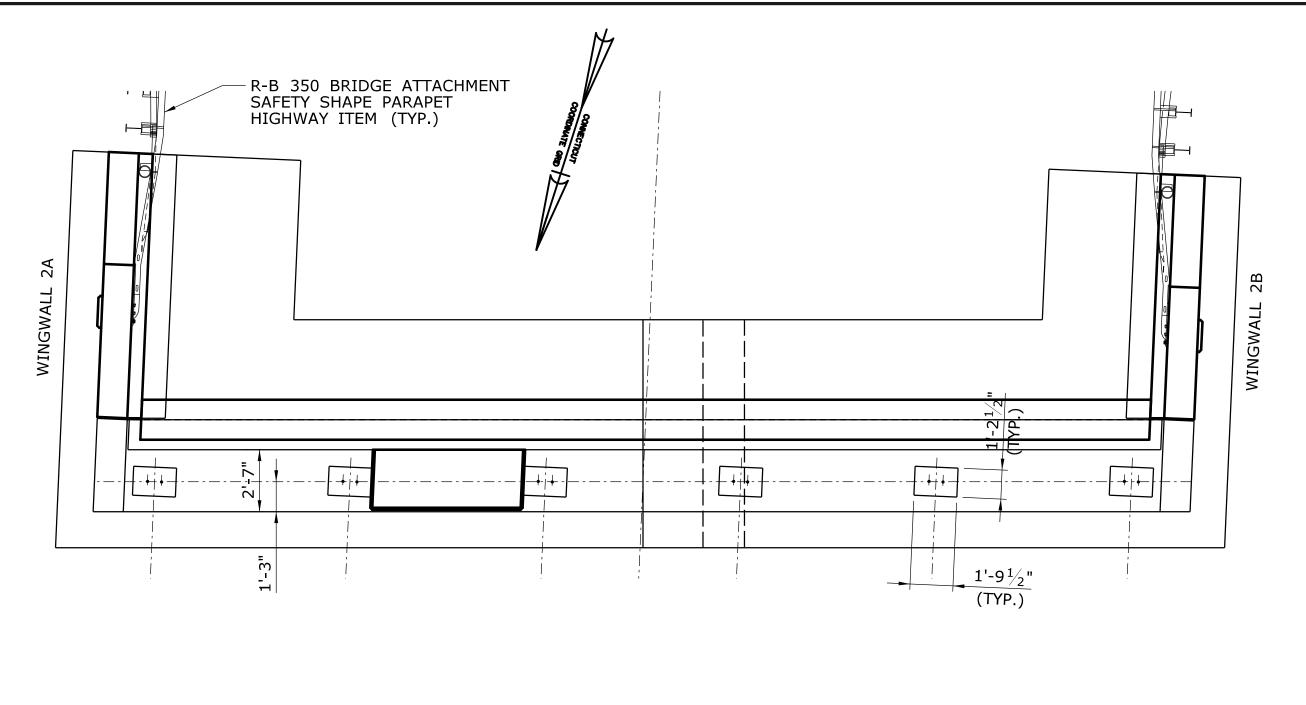
OLD LYME

ABUTMENT NO. 2 REPAIRS
BRIDGE NO. 00246

SHEET NO.
05.079

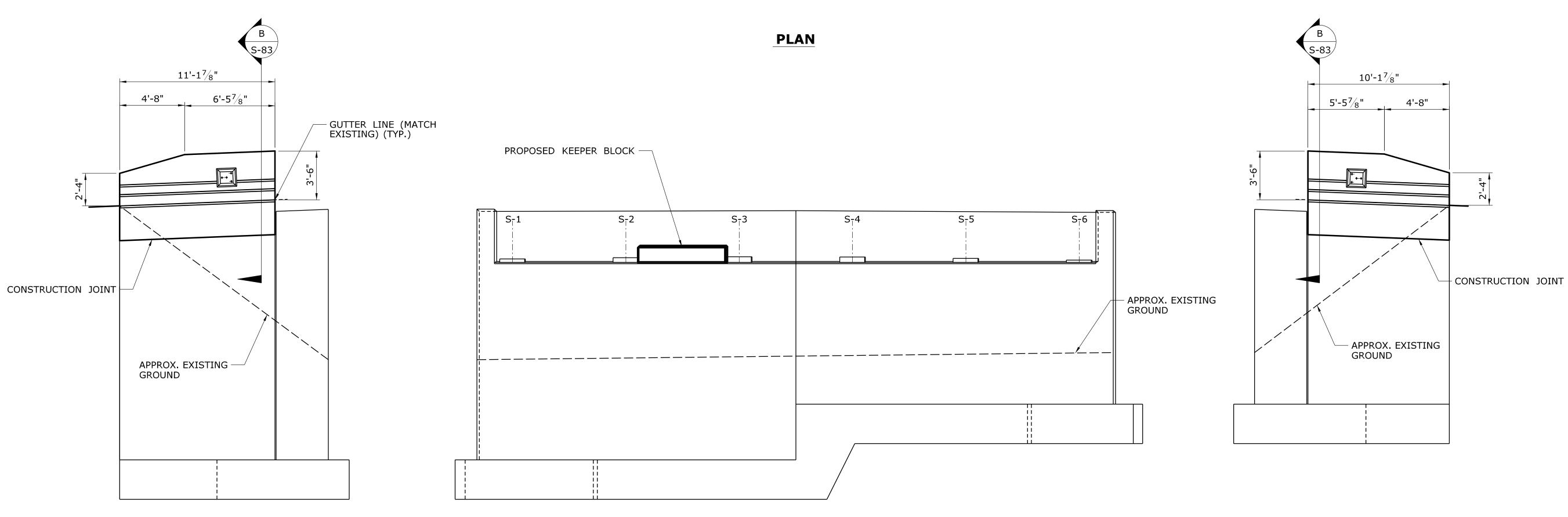
172-417
DRAWING NO.
S-79
SHEET NO.
05-079





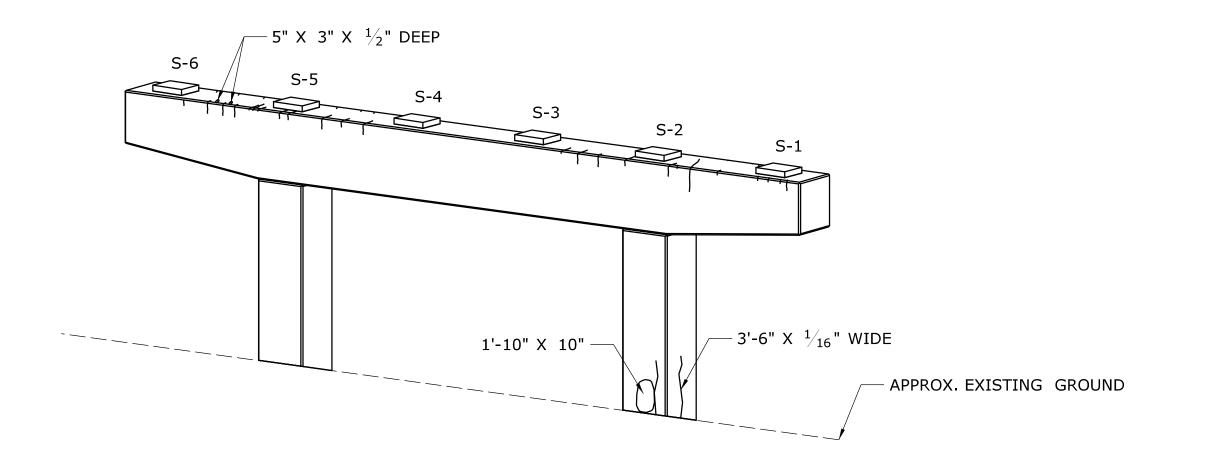
NOTES:

- 1. FOR WINGWALLS MODIFICATION DETAILS, SEE DRAWING NO. S-83.
- 2. FOR PROPOSED KEEPER BLOCK DETAILS, SEE DRAWING NO. S-84.

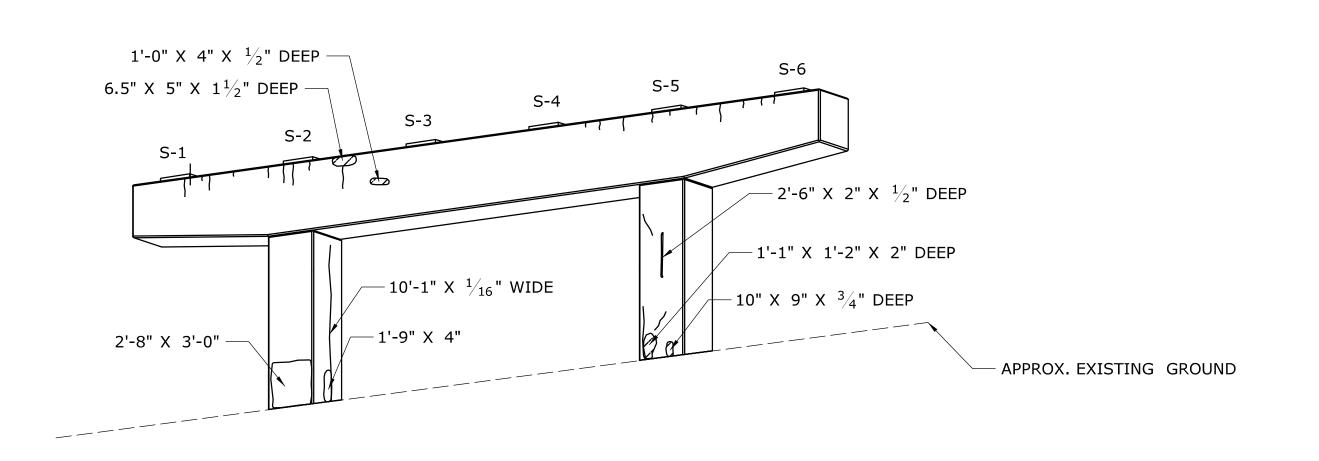


ELEVATION

		DESIGNER/DRAFTER:	A \$600 \\ \tag{1.5}	SIGNATURE/	PROJECT TITLE:	TOWN:	PROJECT NO.
	- THE INFORMATION, INCLUDING ESTIMA	B.A./M.G.		BLOCK:	SUBSTRUCTURE CONCRETE		172-417
	SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND I	J.H.M. II	STATE OF CONNECTICUT	Close Jensen and Miller P.C.		OLD LYME	DRAWING NO.
	- IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIONS OF ACTUAL PROPERTY.	is	DEPARTMENT OF TRANSPORTATION	nille 1137 Silas Deane Highway	REPAIRS IN DISTRICT 2	DRAWING TITLE:	S-81
	- OF WORK WHICH WILL BE REQUIRED.	SCALE: $\frac{1}{4}$ " = 1'-0"	DEI ARTITIETT OF TRANSFORTATION	No. 4142 Wetnersfield, CT 06109		ABUTMENT NO. 2 MODIFICATION	ON SHEET NO. 05.081
REV. DATE	REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013		Filename:\SB_MSH_6_Br00246_172_417_S_81_ABUT-4.dgn	- CONAL BUILD		BRIDGE NO. 00246	05.001



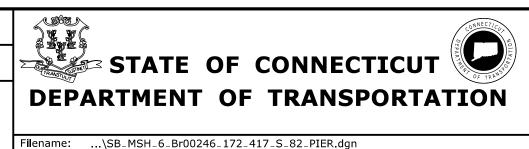
PIER 1, LOOKING NORTH

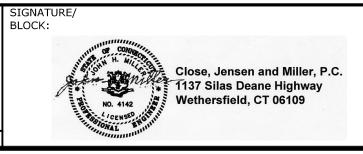


PIER 1, LOOKING SOUTH

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 11/18/2013

B.A./M.G. J.H.M. II SCALE: $\frac{3}{16}$ " = 1'-0"





SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

OLD LYME

PIER BRIDGE NO. 00246 172-417 **S-82**

05.082

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

SPALL AREA

LEGEND

SPALL AREA WITH EXPOSED REINFORCING

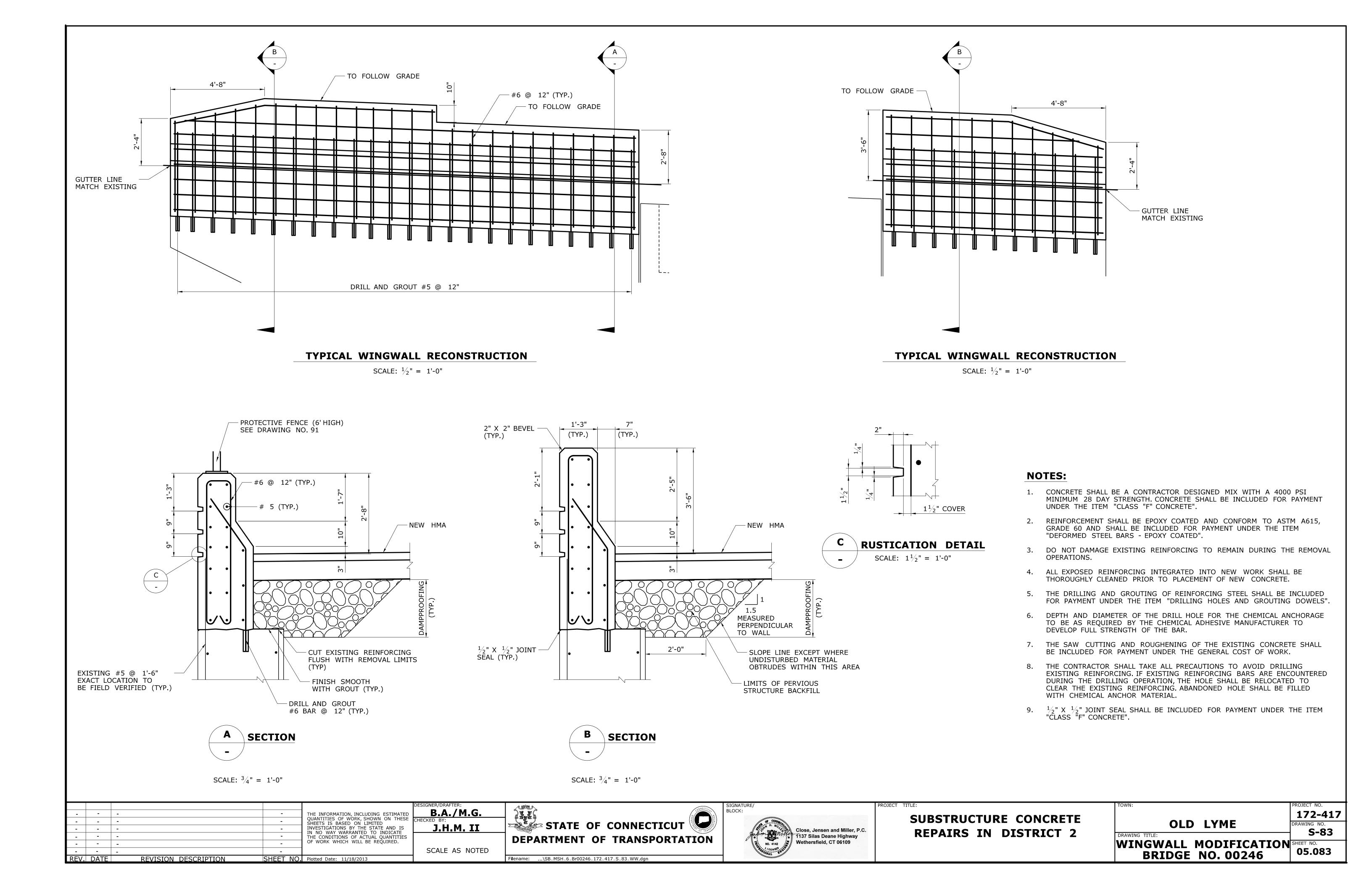
SCALE AREA

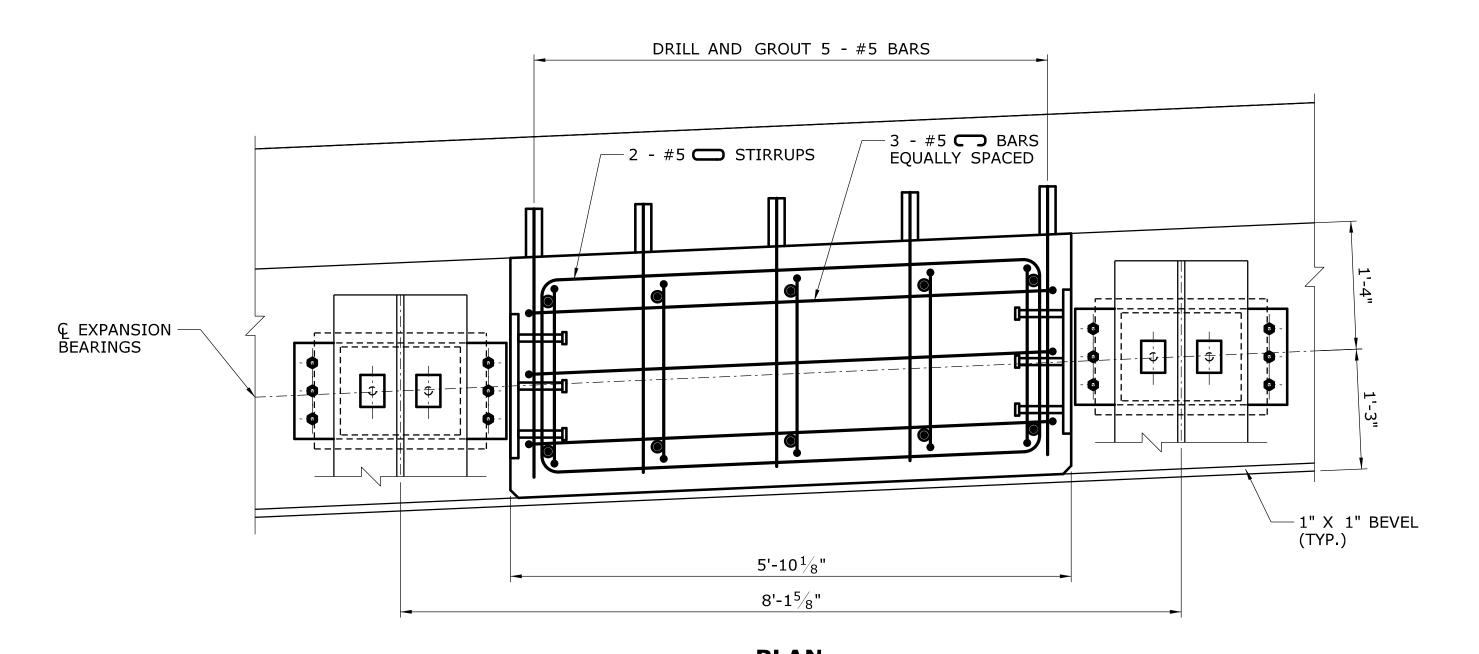
HOLLOW AREA

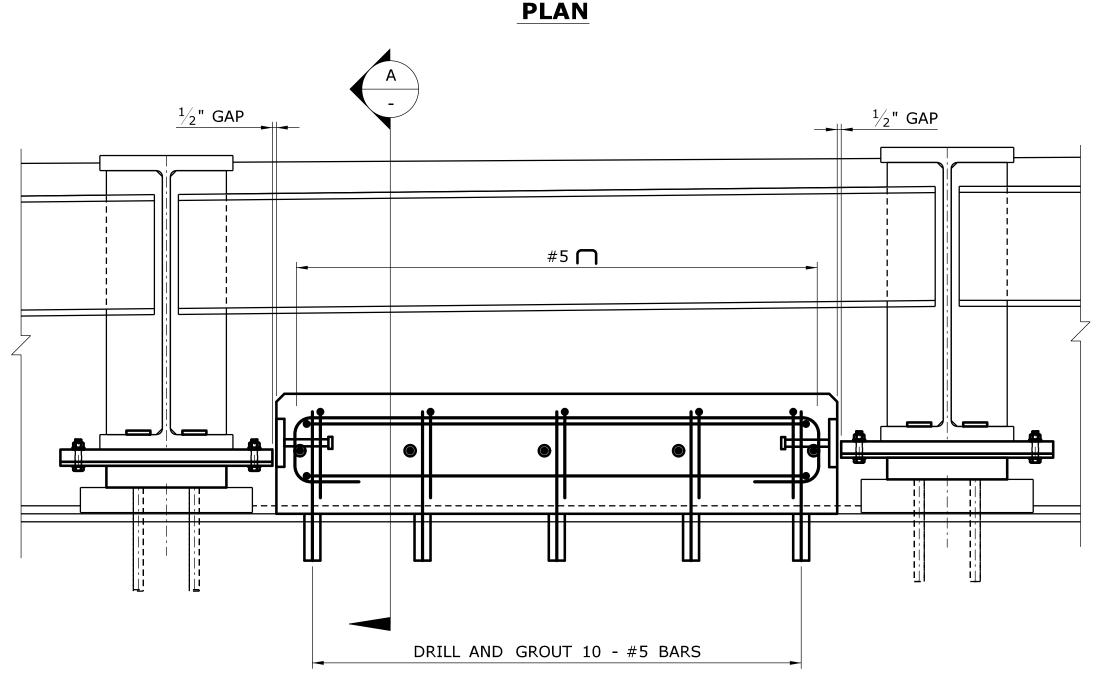
SHALLOW REBAR

NOTES:

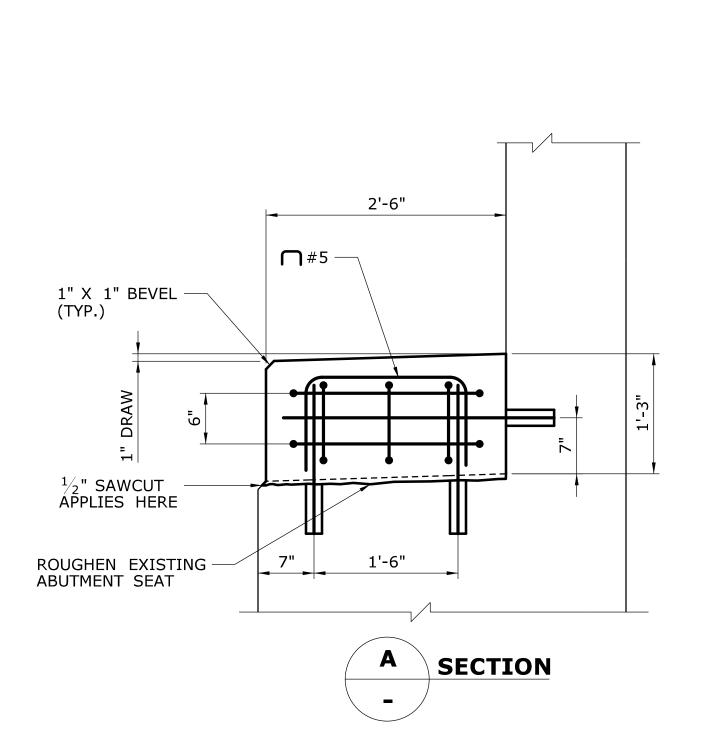
- 1. THE SUBSTRUCTURE DETERIORATION AND REPAIR DIMENSIONS SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (02/04/2013). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
- 2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK, THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.
- 3. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 4. SPALLS AND HOLLOW AREAS SHALL BE REPAIRED IN ACCORDANCE WITH "SHALLOW PATCH REPAIR DETAIL" OR "DEEP PATCH REPAIR DETAIL" SHOWN ON DWG. NO. S-05.







ELEVATION



PROPOSED CONCRETE KEEPER BLOCK AT ABUTMENTS

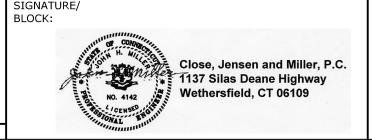
SCALE: 1'' = 1'-0''

-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED
-	-	-	-	QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED
-	-	-	-	INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE
-	-	-	-	THE CONDITIONS OF ACTUAL QUANTITIES
-	-	-	-	OF WORK WHICH WILL BE REQUIRED.
-	-	-	-	
RE\/	DATE	DEVISION DESCRIPTION	SHEET NO	Plotted Date: 11/18/2013





Filename: ...\SB_MSH_6_Br00246_172_417_S_84_KEEPER.dgn



SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

NOTES:

KEEPER BLOCKS".

STRENGTH OF THE BAR.

1. CONCRETE SHALL BE A CONTRACTOR DESIGNED MIX WITH A 4000 PSI MINIMUM

"CONSTRUCT CONCRETE KEEPER BLOCKS".

2. ALL REINFORCEMENT SHALL HAVE A 2" (MIN.) COVER.

28 DAY STRENGTH. CONCRETE SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM

3. REINFORCEMENT SHALL BE EPOXY COATED AND CONFORM TO ASTM A615, GRADE 60 AND SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "CONSTRUCT CONCRETE

4. THE DRILLING AND GROUTING OF REINFORCING STEEL SHALL BE INCLUDED FOR

5. THE CONCRETE KEEPER BLOCK SHALL BE CONSTRUCTED AFTER THE ELASTOMERIC

6. THE SURFACE ON WHICH THE CONCRETE KEEPER IS TO BE POURED SHALL BE

7. THE SAW CUTTING AND ROUGHENING OF THE EXISTING CONCRETE SHALL BE

8. THE STEEL KEEPER PLATES SHALL CONFORM TO ASTM A36. THE STEEL FOR THE

INCLUDED FOR PAYMENT UNDER THE ITEM "CONSTRUCT CONCRETE KEEPER BLOCKS".

WELDED STUDS SHALL CONFORM TO THE REQUIREMENTS OF SUBARTICLE M.06.02. THE STEEL KEEPER PLATES AND WELDED STUDS SHALL BE INCLUDED FOR PAYMENT

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID DRILLING EXISTING

10. DEPTH AND DIAMETER OF THE DRILL HOLE FOR THE CHEMICAL ANCHORAGE TO BE AS REQUIRED BY THE CHEMICAL ADHESIVE MANUFACTURER TO DEVELOP FULL

REINFORCING. IF EXISTING REINFORCING BARS ARE ENCOUNTERED DURING THE DRILLING OPERATION, THE HOLE SHALL BE RELOCATED TO CLEAR THE EXISTING

REINFORCING. ABANDONED HOLE SHALL BE FILLED WITH CHEMICAL ANCHOR MATERIAL.

PAYMENT UNDER THE ITEM "CONSTRUCT CONCRETE KEEPER BLOCKS".

BEARINGS ADJACENT TO THE KEEPER BLOCK HAVE BEEN INSTALLED.

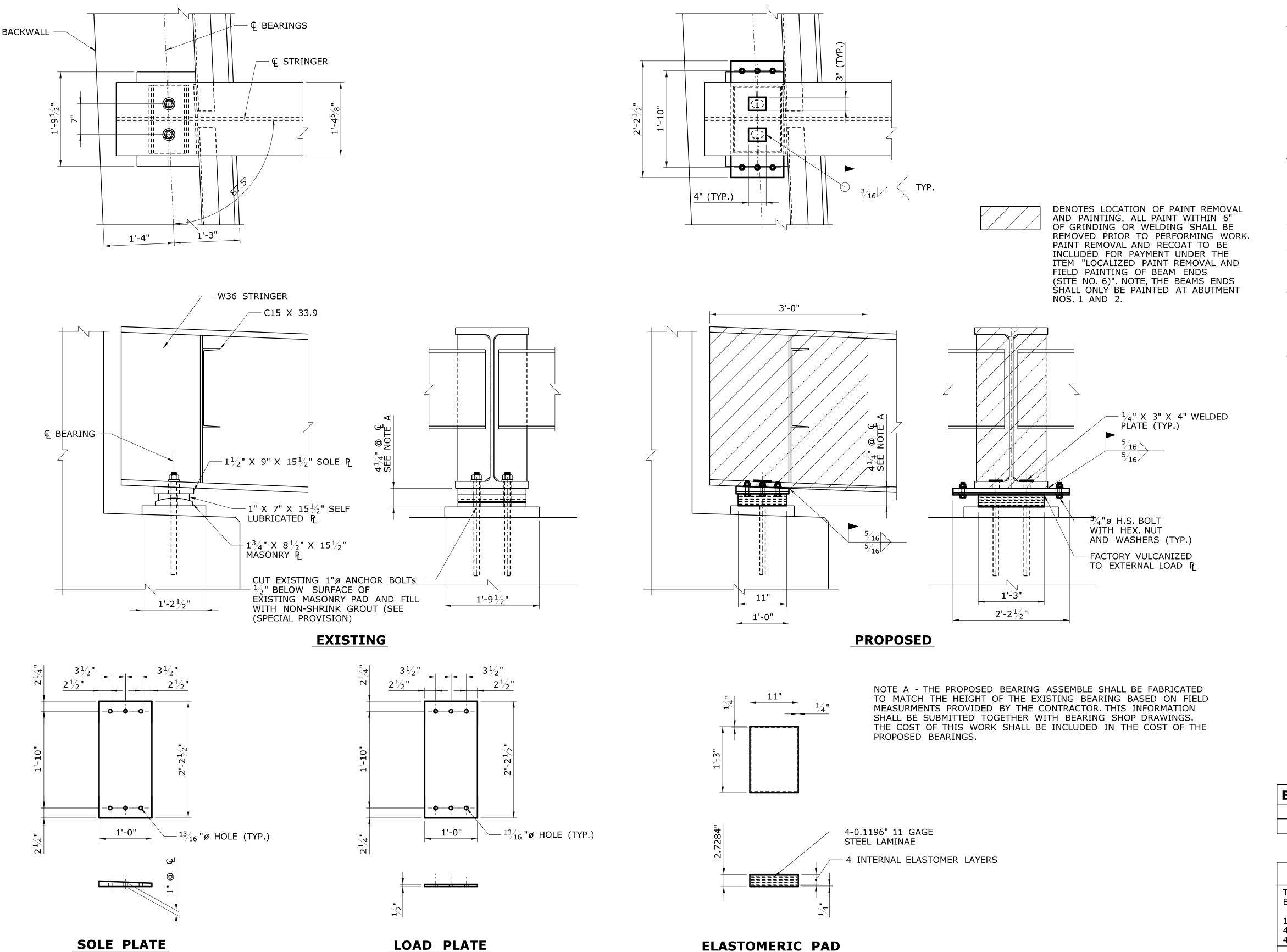
INTENTIONALLY ROUGHENED TO A DEPTH OF $\frac{1}{4}$ " AND WETTED.

UNDER THE ITEM "CONSTRUCT CONCRETE KEEPER BLOCKS".

OLD LYME

PROPOSED KEEPER BLOCK SHEET NO. 05.084 **BRIDGE NO. 00246**

172-417 **S-84**



EXPANSION BEARING NOTES:

- PRIOR TO JACKING THE GIRDER FOR BEARING REMOVAL, EXPANSION BEARINGS AND GIRDER SHALL HAVE PAINT REMOVED IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, OR AS ORDERED BY THE ENGINEER.
- CARE SHALL BE TAKEN DURING THE WELDING PROCESS IN ORDER TO PREVENT WARPING OF THE SOLE PLATE.
- THE ELASTOMERIC BEARINGS ARE DESIGNED USING METHOD A OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS CUSTOMARY U.S. UNITS 6TH EDITION - 2012.
- THE CONTRACTOR SHALL RECORD THE GRADE OF THE EXISTING GIRDERS TO ACCURATELY PRODUCE NEW BEVELED SOLE PLATES.
- THE ELASTOMER SHALL CONTAIN ONLY VIRGIN POLYCHLOROPRENE (NEOPRENE) AS THE RAW POLYMER AND HAVE A SPECIFIED SHEAR MODULUS BETWEEN 0.115 KSI AND 0.175 KSI.
- THE INTERNAL STEEL LAMINAE SHALL CONFORM TO ASTM A1011, GRADE 36 OR 40.
- THE STEEL FOR THE BEVELED SOLE PLATE, LOAD PLATE AND THE $\frac{1}{4}$ " WELDED PLATE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270, GRADE 50T2.
- THE HIGH STRENGTH BOLTS SHALL BE $\frac{3}{4}$ " IN DIAMETER AND CONFORM TO ASTM A325, TYPE 1. ALL BOLT HOLES SHALL BE STANDARD HOLES ($\frac{1}{16}$ " LARGER THAN THE BOLT DIAMETER), UNLESS OTHERWISE NOTED, THE NUTS SHALL CONFORM TO ASTM A563, GRADE DH OR DH3. THE WASHERS SHALL CONFORM TO ASTM F436.
- THE LOAD PLATE SHALL BE HOT BONDED TO THE ELASTOMERIC BEARING DURING VULCANIZATION AS SHOWN ON THE PLANS.
- 10. WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE LATEST ANSI/AASHTO/AWS D1.5 - BRIDGE WELDING CODE, UNLESS OTHERWISE NOTED ON THE PLANS.
- 11. THE EXPOSED SURFACES OF THE ELASTOMER SHALL NOT BE PAINTED
- 12. THE COST OF REMOVING THE EXISTING BEARINGS, FURNISHING, AND INSTALLING THE ELASTOMERIC BEARINGS, INCLUDING THE BEVELED SOLE PLATES, LOAD PLATES, $\frac{1}{4}$ " WELDED PLATE, BOLTS, NUTS, AND WASHERS SHALL BE PAID FOR UNDER THE ITEM "BEARING REPLACEMENT WITH ELASTOMERIC BEARING PADS."
- ALL CONSTRUCTION AND DISPOSAL WORK SHALL BE DONE IN ACCORDANCE WITH AND PAID FOR UNDER THE APPROPRIATE LEAD DISPOSAL ITEM FOR THE PAINT REMOVAL METHOD.
- 14. JACKING THE GIRDERS SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM, "JACKING EXISTING SUPERSTRUCTURE (SITE NO. 6)."
- 15. REMOVAL OF PAINT TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "LOCALIZED PAINT REMOVAL AND FIELD PAINTING OF EXISTING STEEL (SITE NO.6)".
- 16. ALL STEEL WITHIN THE PAINTING LIMITS, INCLUDING THE NEW PLATES AND EXISTING STIFFENERS SHALL BE PAINTED. PAINTING SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "LOCALIZED PAINT REMOVAL AND FIELD PAINTING OF BEAM ENDS (SITE NO. 6)."
- 17. TEMPORARY SUPPORTS REQUIRED TO SUPPORT THE GIRDERS WHILE THE EXISTING EXPANSION BEARINGS ARE REMOVED AND REPLACED SHALL BE INDLUDED UNDER THE ITEM "JACKING EXISTING SUPERSTRUCTURE (SITE NO. 6)".

BEARING	DESIGN	LOADS
DEAD LOAD	46.0	KIPS
LIVE LOAD	62.5	KIPS

ELASTOMERIC PAD THE STEEL-LAMINATED ELASTOMERIC BEARING SHALL BE FABRICATED AS FOLLOWS: = 0.250" 1- 0.250" COVER LAYER OF ELASTOMER 4- 0.500" INTERNAL ELASTOMER LAYERS = 2.000" 4- 0.1196" 11 GAGE STEEL LAMINAE = 0.4784" TOTAL BEARING PAD THICKNESS = 2.7284"

PROPOSED EXPANSION BEARING DETAILS

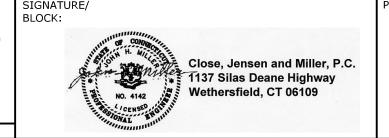
B.A./M.G. THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. - | - | -<u>J.H.M. I</u>I - | - | -_ | - | -- - -SCALE: 1'' = 1'-0''- | - | -

SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

REV. DATE





SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

OLD LYME

EXPANSION BEARINGS BRIDGE NO. 00246

S-85 05.085

172-417

150.97' 72.9' 72.9' ♥ BEARINGS © BEARINGS ABUTMENT NO. 1 ĀBUTMENT NO. 2 — Ç BEARINGS, PIER 10" X 5" X $\frac{3}{4}$ " DEEP – 8" X 6" — --#5" X 2" X ¹∕2" DEE∰ 7'-0" X 1'-3" X - 1³/₄" DEEP ─__1'-6" X 1'#0" X 1" DEEP ¹⁄2" DE<u></u>EP | a'-6" X 3'-6" — -ii6'-0" X 7" X 1" DEEP <u>"</u> 4'-0" X 2'-0" X 2"∷DEEP —1'-8" X 8" X 1" DEE₽ ₩ 8'-0" LONG 1'-1" X 9" X 3/4" DEEP \sim 2'-6" X 1'-0" X $\frac{3}{4}$ " DEEP 10" X 3" X 1/2" DEE₽ ── 6'-0" X 8" X 2" DEEP - 2'-6" X 1'-0" X $\frac{3}{4}$ " DEEP 3.98' 8 SPACES @ 8.0' = 64' 7' | 5.5' | 7' 7 SPACES @ 8.0' = 56' (TYP.) (TYP.) PROTECTIVE FENCE POST SPACING (TYP.)

PLAN DECK UNDERSIDE CONDITION

NOTE:
ADEQUATE MEASURES SHALL BE TAKEN TO SHIELD THE WORK ZONE
FROM THE TRAVELING PUBLIC TO THE SATISFACTION OF THE ENGINEER.
THE CONTRACTOR SHALL SHIELD THE WORK ZONE FROM THE TRAVELING
PUBLIC AT ALL TIMES TO PREVENT CONCRETE CHIPS, TOOLS AND MATERIALS
FROM ENTERING INTO THE ROADWAY BELOW THE STRUCTURE. SEE SPECIAL
PROVISIONS FOR REDUCED LANE CONFIGURATIONS ON I-95.

LEGEND

CRACK (HAIRLINE UNLESS DIMENSIONED OTHERWISE)

SPALL AREA WITH EXPOSED REINFORCING

SPALL AREA

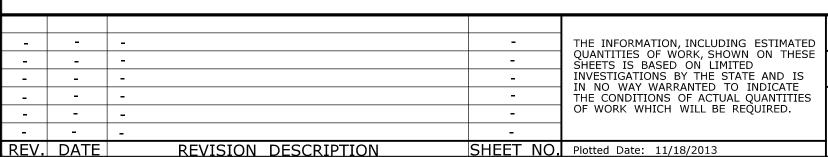
HOLLOW AREA

HONEY COMB AREA

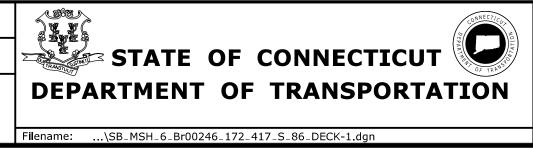
SHALLOW REBAR

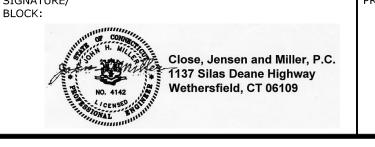
NOTES:

- 1. THE DECK DETERIORATION SHOWN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORT (02/04/2013). THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
- 2. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS FOR THE ENGINEER TO DELINEATE AND REVIEW THE REPAIR WORK. THE COST OF PROVIDING ACCESS SHALL BE INCLUDED IN THE COST OF APPROPRIATE REPAIR ITEMS.
- 3. DECK UNDERSIDE REPAIRS SHALL BE REPAIRD IN ACCORDANCE WITH "SURFACE PATCH" DETAILS.
- 4. FOR "SURFACE PATCH" REPAIR DETAILS, SEE DRAWING NO. S-06.
- 5. FOR "FULL DEPTH PATCH" AND "PARTIAL DEPTH PATCH" DETAILS, SEE DRAWING NOS. S-06 AND S-07.









SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

OLD LYME

DECK UNDERSIDE BRIDGE NO. 00246

172-417

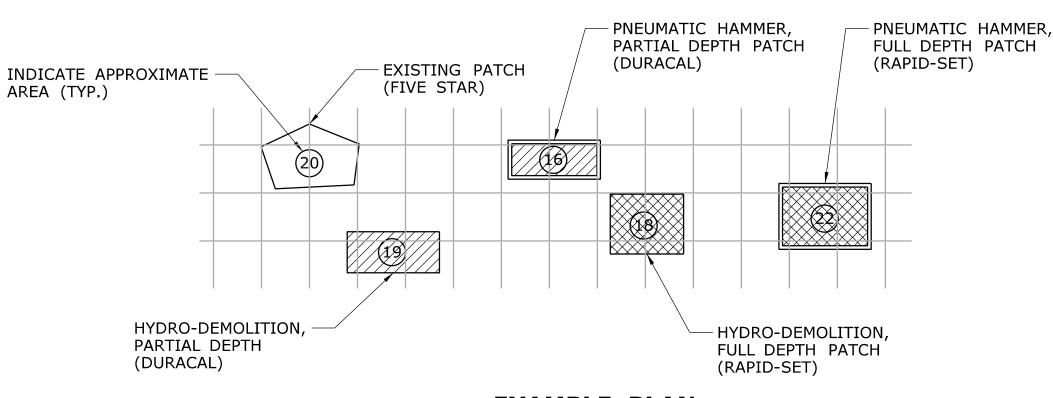
S-86

05.086

THIS SHEET IS FOR INFORMATION ONLY AND IS TO BE COMPLETED BY THE ENGINEER ON A FULL SIZE PAPER COPY OF THIS SHEET. THE COMPLETED DRAWING SHALL BE FORWARDED TO THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

INSPECTOR NOTES

PERC	ENTAGE A	AND Q	JANTITIES
DATES:	START OF REPAI	RS	
	COMPLETION OF	REPAIRS	
PARTIAL I	DEPTH PATCH	%	QTY.
HYDRO-DI	MOLITION //		
PNEUMAT:	IC HAMMER		
TOTALS			
PARTIAL I	DEPTH PATCH	%	QTY.
HYDRO-DI	MOLITION 🔀		
PNEUMAT:	IC HAMMER		
TOTALS			



EXAMPLE PLAN

DECK PATCHING LEGEND:

EXISTING PATCHED AREA (FULL-DEPTH AND PARTIAL DEPTH)
APPROXIMATE % OF TOTAL DECK AREA =

DENOTES THE LIMITS OF REMOVAL BY HYDRO-DEMOLITION, REPLACE WITH PARTIAL DEPTH PATCH.

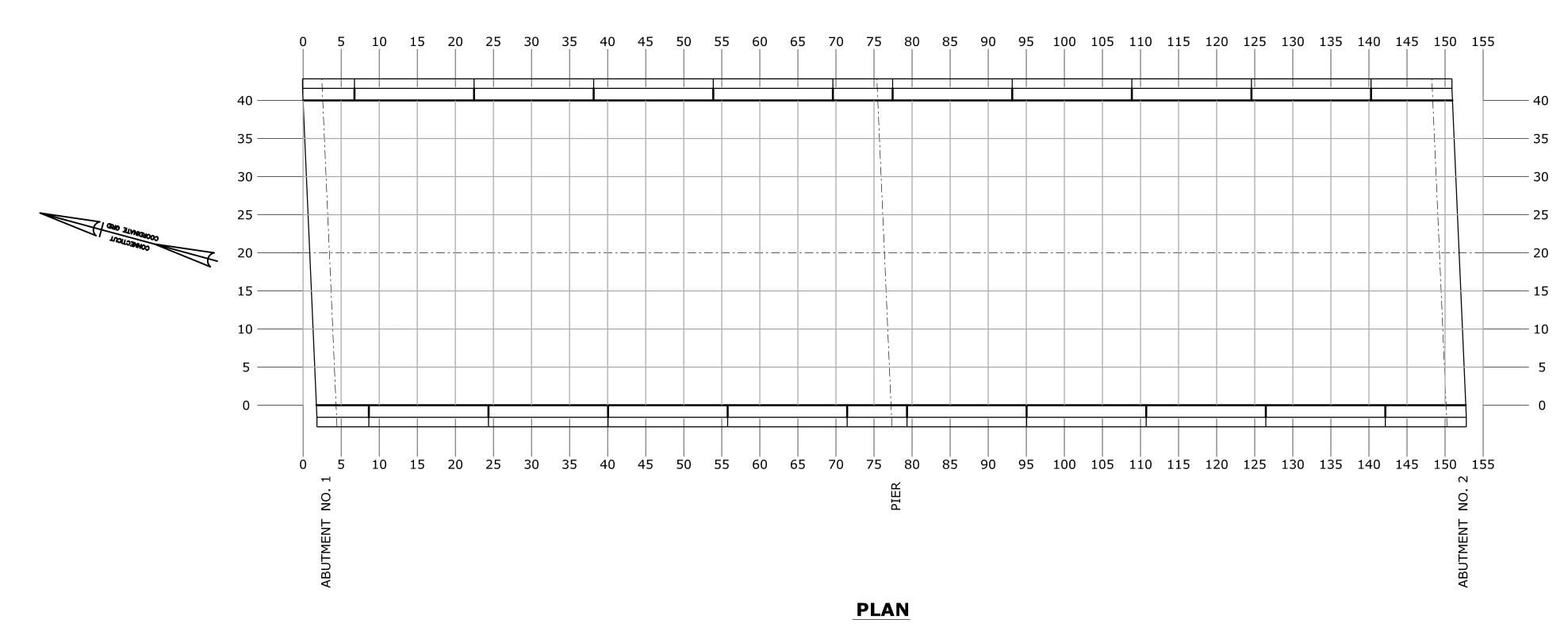
DENOTES THE LIMITS OF REMOVAL BY PNEUMATIC HAMMER, REPLACE WITH PARTIAL-DEPTH PATCH.

DENOTES THE LIMITS OF REMOVAL OF HYDRO-DEMOLITION, REPLACE WITH FULL DEPTH PATCH.

DENOTES THE LIMITS OF REMOVAL BY PNUEMATIC HAMMER, REPLACE WITH FULL DEPTH PATCH.

THE ENGINEER SHALL INDICATE THE FOLLOWING:

- 1. THE BEGINNING AND COMPLETION DATES OF REPAIRS.
- 2. THE LIMITS OF EXISTING AND FINISHED PATCHED DECK AREAS ON THE PLAN USING THE PATTERN SHOWN IN THE DECK PATCHING LEGEND. (SEE EXAMPLE PLAN)
- 3. THE APPROXIMATE PERCENTAGE OF TOTAL DECK AREA REPAIRED WITH PARTIAL AND FULL DEPTH PATCHES.
- 4. THE FINAL QUANTITIES OF PARTIAL AND FULL DEPTH PATCHING MATERIALS USED IN THE DECK REPAIRS.
- 5. THE METHOD AND LIMIT OF REMOVAL OF THE DETERIORATED CONCRETE FOR EXAMPLE PNEUMATIC HAMMER OR HYDRO-DEMOLITION AS INDICATED ON THE DECK PLAN.
- 6. THE BRAND OF PATCHING MATERIAL USED AT EACH LOCATION ON THE DECK (DURACAL, CLASS "F" CONCRETE, ETC.) AS SHOWN IN THE EXAMPLE PLAN.



SCALE: 1" = 10'

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INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE

THE INFORMATION, INCLUDING ESTIMATED OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED

INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE

THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

SHEET NO. Plotted Date: 11/18/2013

REVISION DESCRIPTION

REV. DATE

DESIGNER/DRAFTER:

B.A./M.G.

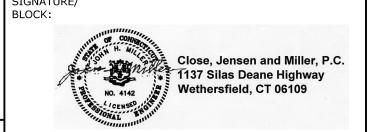
CHECKED BY:

J.H.M II

SCALE AS NOTED

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

Filename: ...\SB_MSH_6_Br00246_172_417_S_87_GRID-1.dgn



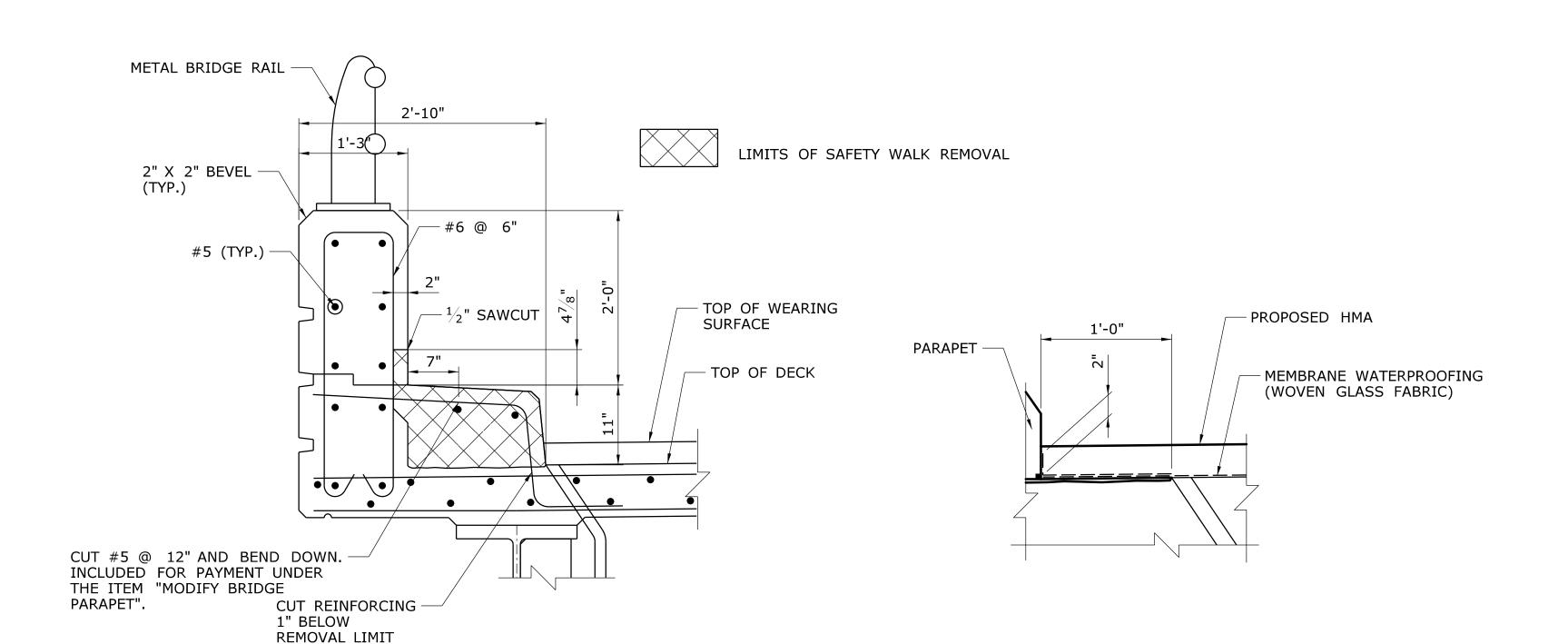
SUBSTRUCTURE CONCRETE REPAIRS IN DISTRICT 2

OLD LYME

DECK PATCHING GRID BRIDGE NO. 00246

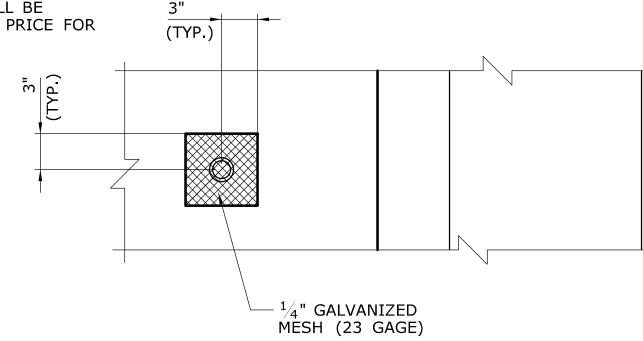
172-417
DRAWING NO.
S-87

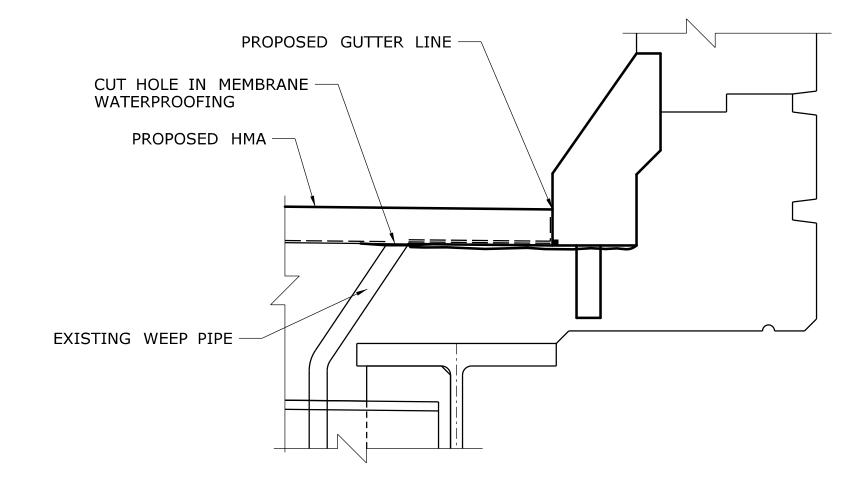
05.087



NOTE:

THE COST OF FURNISHING AND INSTALLING $\frac{1}{4}$ " GALVANIZED WIRE MESH SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR "SUPERPAVE 0.25".

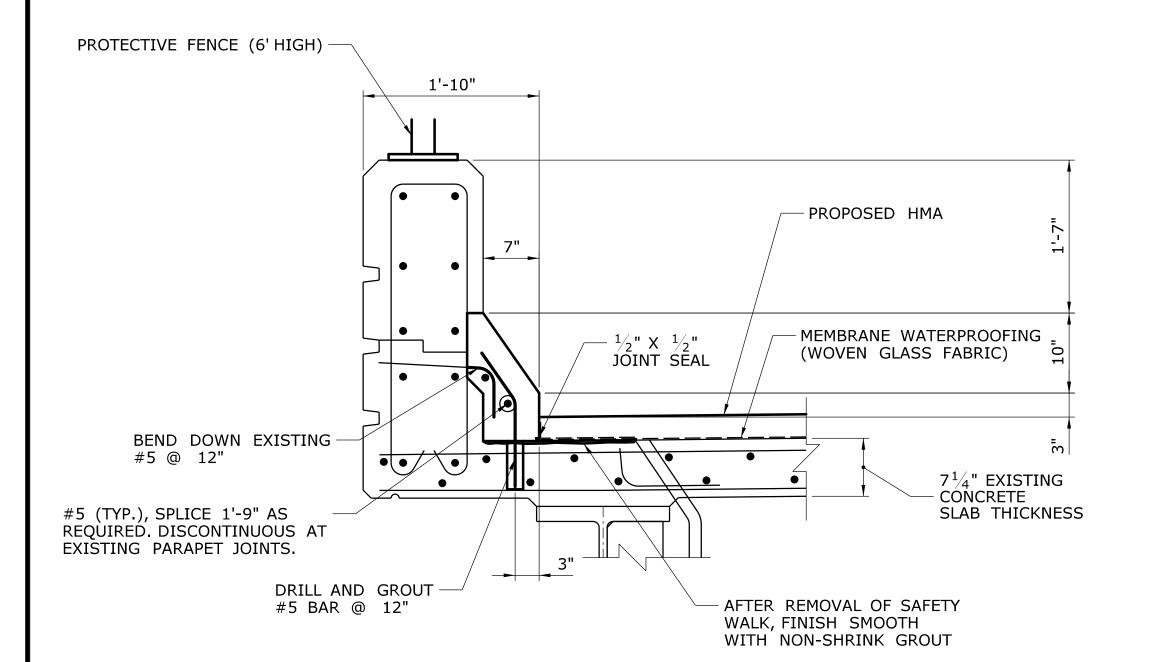




EXISTING

MEMBRANE WATERPROOFING TREATMENT AT GUTTER

SCALE: $1\frac{1}{2}$ " = 1'-0"



PROPOSED BRIDGE PARAPET MODIFICATION DETAIL

SCALE: 1'' = 1'-0''

SHEET NO. Plotted Date: 11/18/2013

PARAPET MODIFICATION NOTES:

- 1. THE $\frac{1}{2}$ " SAWCUT, REMOVAL OF THE CONCRETE SAFETY WALK, BRIDGE RAIL, DRILLING AND GROUTING DOWELS, $\frac{1}{2}$ " X $\frac{1}{2}$ " JOINT SEAL, FURNISHING AND PLACING REINFORCEMENT, AND PLACING FINISHING CONCRETE SHALL BE PAID FOR UNDER THE ITEM "MODIFY BRIDGE PARAPET".
- THE CONCRETE FOR THE PARAPET MODIFICATIONS SHALL BE A PORTLAND CEMENT CONCRETE WITH A MAXIMUM SIZE COARSE AGGREGATE OF 3/8" AND f'c=4000psi, AND SHALL BE DESIGNED BY THE CONTRACTOR.
- 3. THE REINFORCEMENT SHALL BE EPOXY COATED AND CONFORM TO ASTM A615, GRADE 60.
- JOINTS SHALL BE FORMED IN THE SLOPED CURB AT THE JOINTS BETWEEN THE BRIDGE DECK AND WINGWALL PARAPETS AND AT VERTICAL JOINTS IN BRIDGE PARAPET. THE JOINT WIDTH SHALL MATCH THAT OF THE EXISTING ADJACENT JOINT. NO REINFORCEMENT SHALL PASS THROUGH THESE JOINTS.
- DO NOT DAMAGE EXISTING REINFORCING TO REMAIN DURING THE REMOVAL OPERATIONS.
- ALL EXPOSED REINFORCING INTEGRATED INTO NEW WORK SHALL BE THOROUGHLY CLEANED PRIOR TO PLACEMENT OF NEW CONCRETE.
- DEPTH AND DIAMETER OF THE DRILL HOLE FOR THE CHEMICAL ANCHORAGE TO BE AS REQUIRED BY THE CHEMICAL ADHESIVE MANUFACTURER TO DEVELOP FULL STRENGTH OF THE BAR.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID DRILLING EXISTING REINFORCING. IF EXISTING REINFORCING BARS ARE ENCOUNTERED DURING THE DRILLING OPERATION, THE HOLE SHALL BE RELOCATED TO CLEAR THE EXISTING REINFORCING ABANDONED HOLE SHALL BE FILLED WITH CHEMICAL ANCHOR MATERIAL.
- 7. THE WEIGHT OF PNEUMATIC HAMMERS USED TO REMOVE CONCRETE SHALL NOT EXCEED 30 POUNDS.
- FOR GUIDERAIL ANCHORAGE DETAILS, SEE DRAWING NO. S-90.
- 9. FOR PROTECTIVE FENCE (6' HIGH) DETAILS, SEE DRAWING NO. S-91.

EXISTING DECK WEEPHOLE TREATMENT

SCALE: $1\frac{1}{2}$ " = 1'-0"

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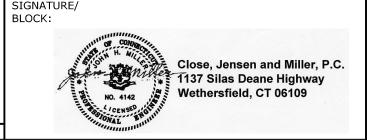
REVISION DESCRIPTION

REV. DATE

B.A./M.G. J.H.M. II

SCALE AS NOTED



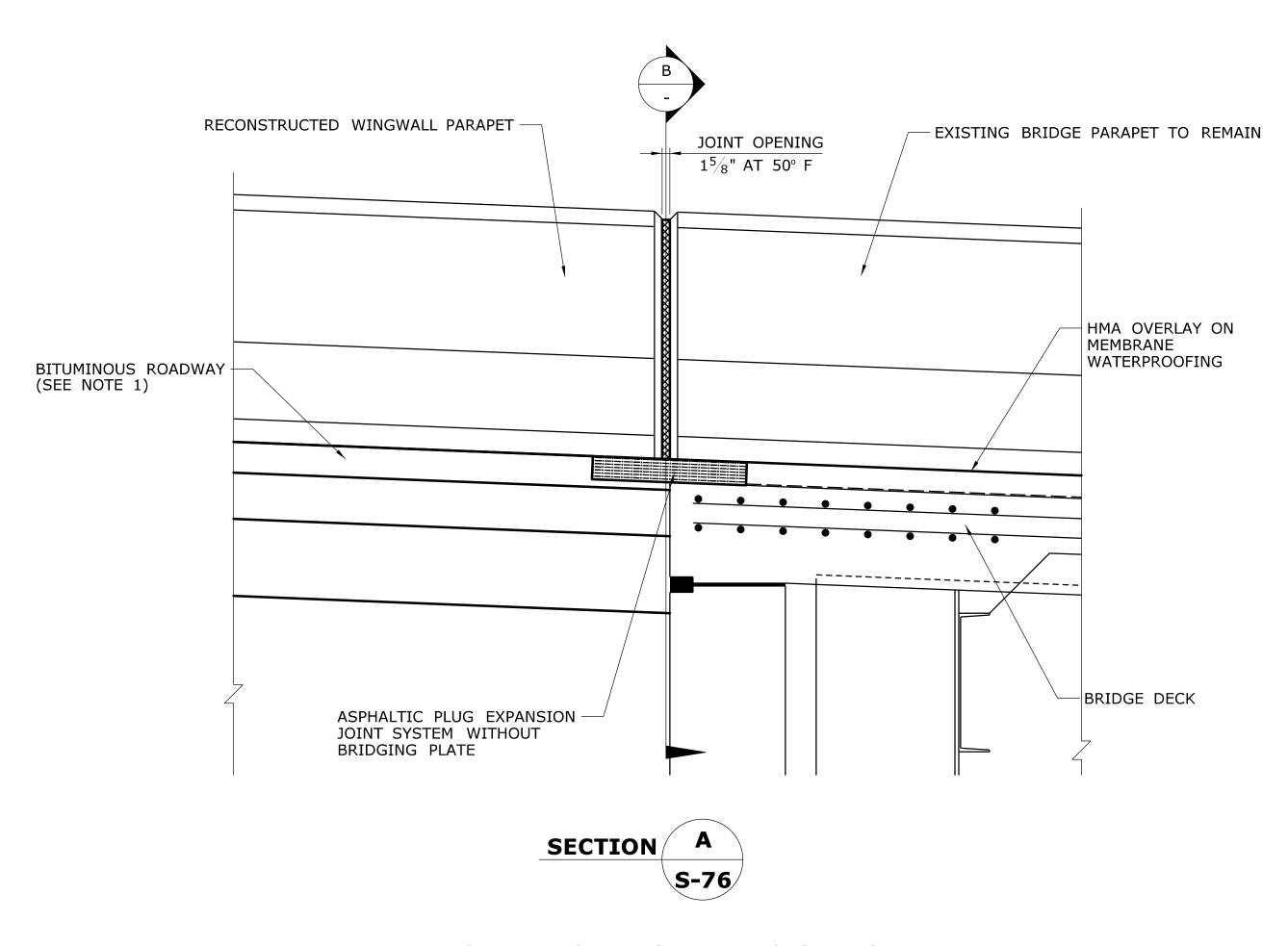


SUBSTRUCTURE CONCRETE **REPAIRS IN DISTRICT 2**

OLD LYME

DRAWING NO. **S-88 DECK DETAILS** 05.088 **BRIDGE NO. 00246**

172-417

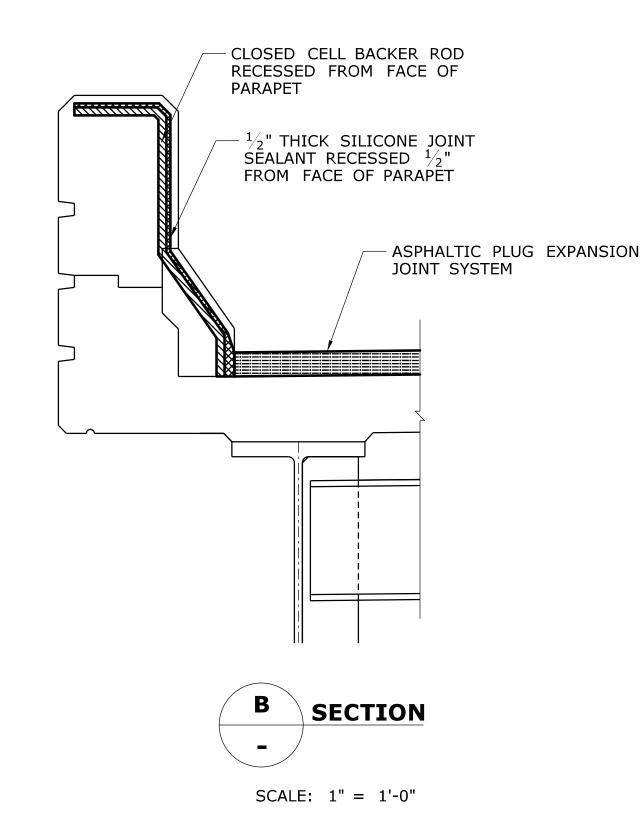


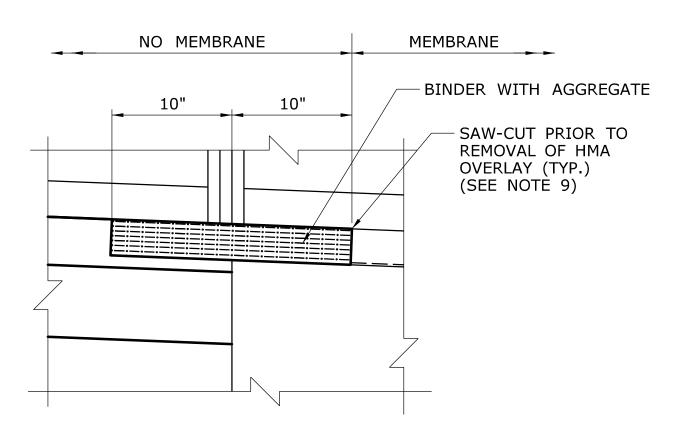
ASPHALTIC PLUG EXPANSION JOINT

SCALE: 1" = 1'-0"

NOTES:

- 1. THE EXISTING BRIDGE DECK ABUTS A BITUMINOUS APPROACH PAVEMENT.
 INSTALL ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITHOUT BRIDGING PLATE
 (SEE SPECIAL PROVISION).
- 2. THE REMOVAL OF ALL EXISTING JOINT MATERIAL SHALL BE INCLUDED FOR PAVEMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM" (SEE SPECIAL PROVISIONS).
- 3. PRIOR TO INSTALLING THE NEW BACKER ROD AND SILICONE SEALANT IN PARAPET, REMOVE EXISTING JOINT MATERIAL. CLEAN JOINT SIDES BY SANDBLASTING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK WILL BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- 4. SILICONE SEALANT AND BACKER ROD THROUGH THE PARAPET IS INCLUDED IN THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- 5. THE CLOSED CELL BACKER ROD SHALL BE PLACED A MINIMUM OF 2" FROM THE OUTSIDE FACE OF PARAPET AND RAISED MEDIAN.
- 6. THE CLOSED CELL BACKER ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.
- 7. AT THE GUTTERS, THE SILICONE SEALANT SHALL BE FLUSH WITH THE OUTSIDE FACE OF CONCRETE.
- 8. ASPHALTIC PLUG EXPANSION JOINT SYSTEMS MAY BE INSTALLED ONLY WITHIN THE TEMPERATURE RANGE SPECIFIED IN THE SPECIAL PROVISION "ASPHALTIC PLUG EXPANSION JOINT SYSTEM". REFERENCE THE RANGE OF THERMAL MOVEMENT FOR THE SELECTED JOINT PRODUCT IN THE TABLE FOR "ALLOWABLE BRIDGE SUPERSTRUCTURE SURFACE TEMPERATURE RANGE" IN THE SPECIAL PROVISION.
- 9. SAW-CUTTING AND REMOVAL OF PAVEMENT FOR JOINT INSTALLATION TO BE INCLUDED FOR PAVEMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".





DETAIL

SCALE: $1\frac{1}{2}$ " = 1'-0"

ASPHALTIC PLUG EXPANSION JOINT

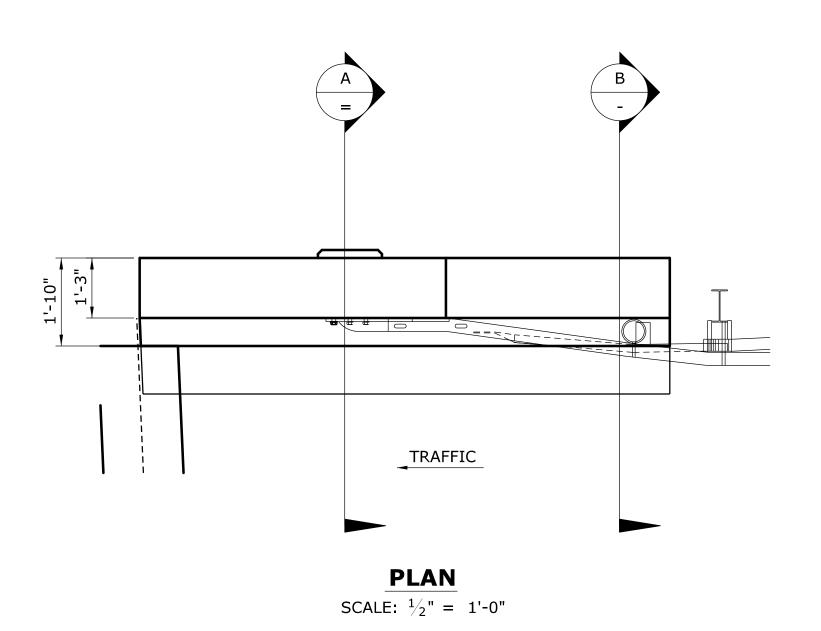
STATE OF CONNECTICUT B.A./M.G. BLOCK: 172-417 THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. SUBSTRUCTURE CONCRETE OLD LYME - | - | -DRAWING NO. J.H.M. II Close, Jensen and Miller, P. 1137 Silas Deane Highway - | - | -Close, Jensen and Miller, P.C. **REPAIRS IN DISTRICT 2 S-89** _ | - | -**DEPARTMENT OF TRANSPORTATION** Wethersfield, CT 06109 JOINT REPLACEMENT - - -05.089 SCALE AS NOTED - | - | -**BRIDGE NO. 00246** REVISION DESCRIPTION REV. DATE SHEET NO. Plotted Date: 11/18/2013 Filename: ...\SB_MSH_6_Br00246_172_417_S_89_JOINT.dgn

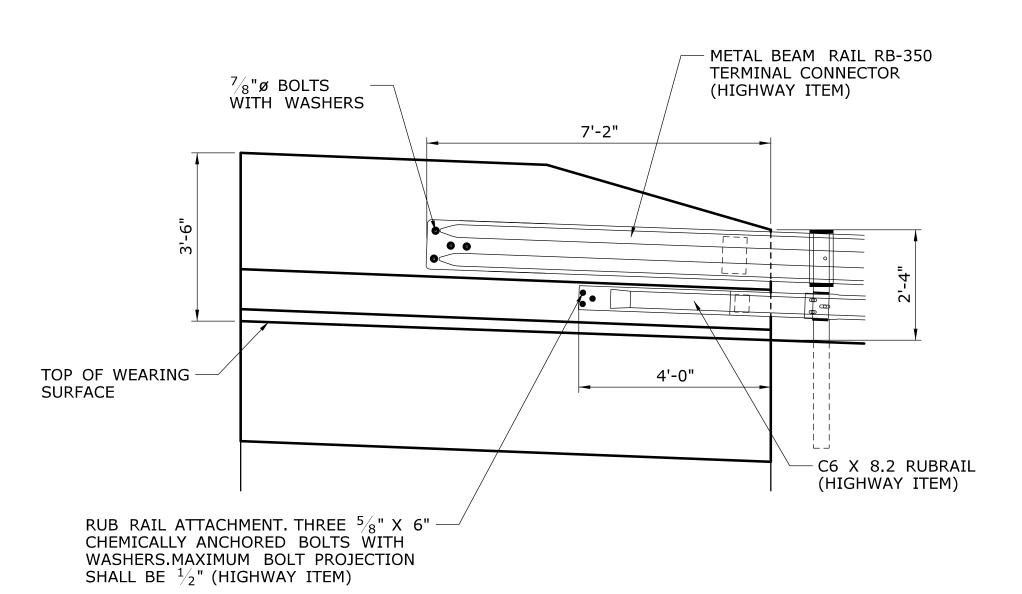
NOTE:

THE DESIGN THERMAL MOVEMENT AT ABUTMENT NOS. 1 AND 2 IS 0.625".

SEQUENCE OF WORK:

- 1. CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND LOCATION OF THE DECK END (CENTERLINE OF PROPOSED JOINT).
- 2. REMOVE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL INCLUDING LOCATING PIN AND BACKER ROD (IF ANY).
- 3. INSTALL MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC) TO THE TOP OF THE BRIDGE (LIMITS SHOWN).
- 4. PLACE HMA S0.250 1 INCH THICK (FIRST LIFT) AND HMA S0.5 $1\frac{1}{2}$ " INCH THICK (SECOND LIFT) ON THE BRIDGE. SECOND LIFT THICKNESS TO BE ADJUSTED TO MATCH EXISTING ELEVATION.
- 5. CUT PAVEMENT FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS.
- 6. INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM (WITHOUT BRIDGING PLATE).





ELEVATION

SCALE: $\frac{1}{2}$ " = 1'-0"

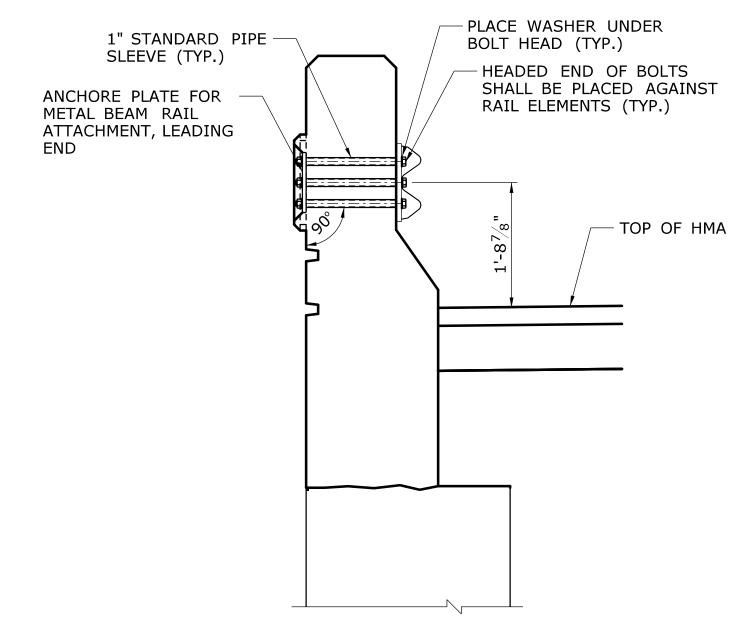
METAL BEAM RAIL (TYPE R-B 350) NOTES:

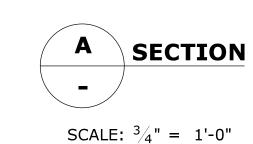
REV. DATE

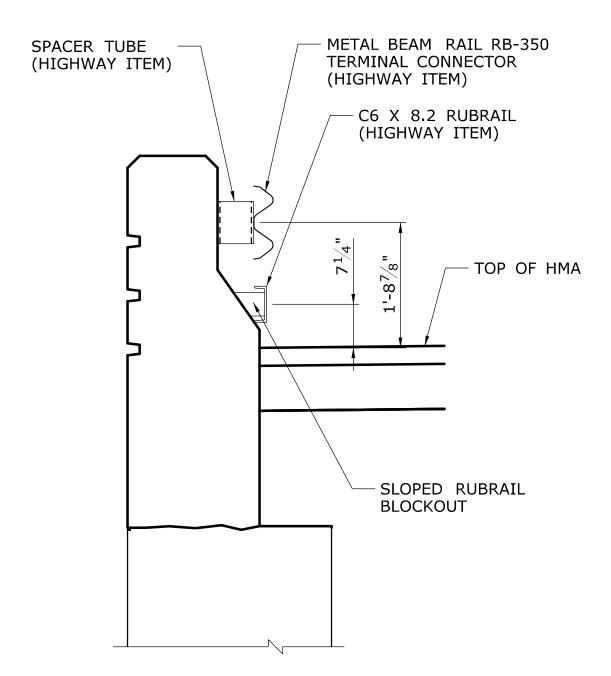
REVISION DESCRIPTION

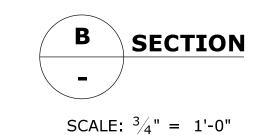
- 1. ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM 36. THE ANCHOR PLATES SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.
- 2. ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A325, TYPE 1. THE NUTS SHALL CONFORM TO ASTM 563, GRADE DH. THE WASHERS SHALL CONFORM TO ASTM F436. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A153.
- 3. 1" DIAMETER PIPE SHALL CONFORM TO ASTM A53, GRADE B OR ASTM A501 AND SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.
- 4. ALL RAIL ANCHORAGE MATERIAL REQUIRED FOR END ATTACHMENTS INCLUDING ANCHOR BOLTS, ANCHOR PLATES AND PIPE SLEEVES SHALL BE INCLUDED FOR PAYMENT UNDER THE HIGHWAY ITEM "METAL BEAM RAIL (TYPE R-B 350)".

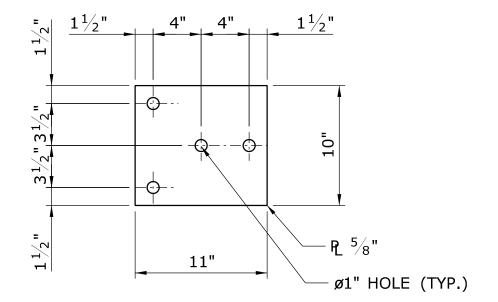
SHEET NO. Plotted Date: 11/18/2013









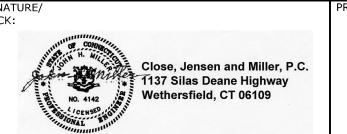


ANCHOR PLATE DETAIL

SCALE: $1\frac{1}{2}$ " = 1'-0"

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SUBSTRUCTURE	CONCRETE
REPAIRS IN DI	STRICT 2

:	PROJECT NO.
	172-417
OLD LYME	DRAWING NO. S-90
MBR ATTACHMENT BRIDGE NO. 00246	SHEET NO. 05.090

